



Public Involvement Summary

Prepared for:

Alaska Department of Transportation & Public Facilities

and

Municipality of Anchorage

Prepared by:

HDR Alaska, Inc.

July 2003

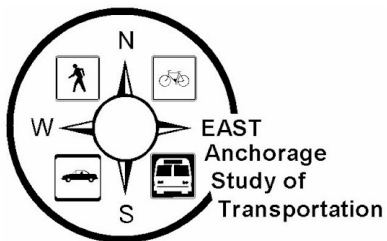


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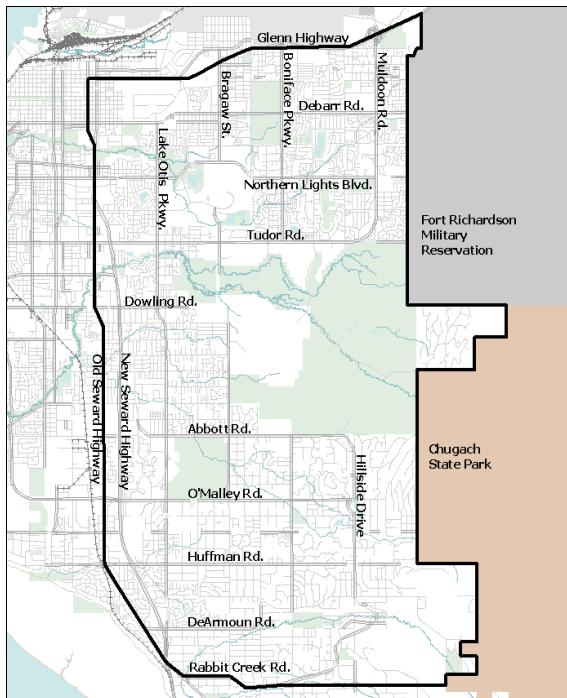
List of Acronyms

AMATS	Anchorage Metropolitan Area Transportation Solutions
CWG	Citizens' Working Group
DOT&PF	Alaska Department of Transportation and Public Facilities
EAST	East Anchorage Study of Transportation
FCC	Federation of Community Councils
MOA	Municipality of Anchorage

Introduction

The objective of the East Anchorage Study of Transportation . . .

Find long-range solutions to travel mobility within and through the study area.



East Anchorage Study Area

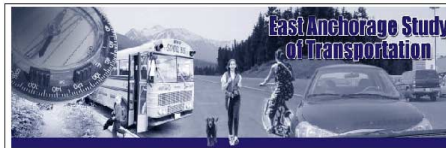
Study Overview

State and local officials commissioned the East Anchorage Study of Transportation (EAST) to examine transportation improvements for the East Anchorage study area.¹ The study's objective was to identify current problems; forecast future transportation demands and deficiencies (through the year 2023); and then analyze approaches to improve our ability to travel safely and efficiently within and through the study area. The study focused on accessibility, mobility, and public safety, as well as relieving congestion at major eastside intersections. The map to the left depicts the study area boundaries.

Report Overview

Getting meaningful involvement from the public during the study phase of transportation development is critical but often challenging. This report outlines public outreach activities used during EAST to encourage participation. Key techniques included interviews with technical service providers, presentations at community councils and community organization meetings, brown bag lunch discussions, listening posts, a telephone hotline to record comments, a website and an on-line survey, and citizen and agency working groups. An overview of the public involvement toolbox used throughout this study is provided below. Appendix A presents a chronology of the use of these tools throughout the study. Appendix B provides a summary of issues raised and topics discussed at public, agency, and Citizens' Working Group meetings. Appendix C presents the study's public involvement plan.

¹ Defined as the geographic area bounded by the Glenn Highway to the north, Rabbit Creek Road to the south, the Old Seward Highway to the west, and the Ft. Richardson Military Reservation and Chugach State Park to the east.



Brown Bag Lunch Series

Information Sheet

What's the purpose of the Brown Bag Lunch Series?

The purpose of these meetings is to talk with you about problems, needs, and issues related to a variety of topics noted below. Each meeting will feature guest speakers whose perspectives will help frame the discussion. Team members will be on hand to answer questions, listen to your thoughts, and capture your comments and suggestions for the record.

What's the schedule?

Brown bag lunches will be held approximately every other week. The website's calendar page will provide details one week in advance.

What will be the featured topics?

A tentative list of topics is included below. Items in **bold** are upcoming:

- Overview and Update (May 8, 2002)
- Bus Tour of the Study Area (May 22, 2002)
- Land Use and Transportation: How We Got Where We Are Today (June 4, 2002)
- Public Transportation: How Can We Provide Mobility For Everyone? (June 19, 2002)
- Freight: If Everything We Use Comes By Truck, How Are We Doing?
(Wednesday, July 10, 2002, Noon, Upper Level Boniface Mall, 3320 E. Northern Lights Blvd.)
- **Roads: Are You Concerned About Traffic?** (July 24, 2002, Noon, Upper Level Boniface Mall, 3320 E. Northern Lights Blvd.)
- **Schools: What's Travel Like For Our Kids and Our Teachers?** (August 14, 2002, Noon, Williwaw Elementary School, 1200 San Antonio St.)
- **Pedestrians, Bikes, and Trails: Can You Get There From Here?** (August 28, 2002, Noon, MOA Permit & Development Center, Training Room, 4700 S. Bragaw St.)
- **Emergency Services: Can We Get There in Time?** (To Be Scheduled)

Project Website: www.eastanchorage.net

Project Hotline: (907) 646-2333

The series of Brown Bag Lunches was well attended and provided an important forum for discussing transportation planning issues.

Agency Working Group. An Agency Working Group was established to share information with municipal, state, and federal agencies like the Anchorage Water and Wastewater Utility, Fire Department, Alaska Department of Fish and Game, and U.S. Fish and Wildlife Service. The group met at different stages of the project to review technical findings and provide input.

AMATS Policy and Technical Advisory Committee Meeting Briefings. Throughout the study, eight presentations were given to these metropolitan area transportation planning and decision-making committees.

Brown Bag Lunch Series. The purpose of this series of 10 meetings was to talk with the public about problems, needs, and issues related to a variety of topics dealing with Anchorage transportation issues. Each meeting discussed a different transportation-related topic and featured a guest speaker.

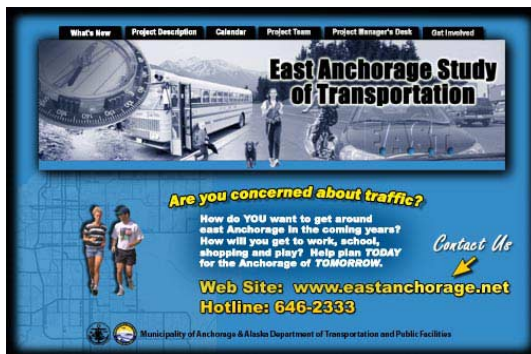
Bus Tour. A guided bus tour exposed attendees to the study area's diversity and competing interests and assisted in raising an understanding of various transportation problems and solutions.

Citizens' Working Group. The Citizens' Working Group (CWG) was an assembly of about 50 people with a wide range of community and business viewpoints. This group met four times to review technical findings and provide input. Members then shared information with other members of the community, such as representatives from community councils, environmental groups, homebuilding and trucking associations, and others.

EAST Update. A regular newsletter summary of project activities, upcoming events, and published reports was prepared and distributed to the approximately 550 people on the study mailing list. This newsletter was published seven times over the course of the study.

E-mail Tree. All project correspondence was sent via e-mail as well as other methods. One of the benefits of this type of outreach was that elected officials, community organizations, and so on could forward study information easily and help get the word out.

Existing Mechanisms. This term describes the use of existing mechanisms like the What's Up e-mail news service published by the Alaska Center for the Environment, the *Anchorage Daily News* community calendar, and the Federation of Community Councils meetings and bulletins.



This advertisement to solicit involvement and interest in the study was shown at Fireweed, Totem, Dimond, and Century Theaters during the summer and fall of 2002.

Federation of Community Councils Update. Two presentations were made to the Federation of Community Councils (FCC). FCC members were asked to disseminate this information to their individual community councils.

Facilitated Public Meetings. A series of facilitated public meetings was held over the course of the project at multiple venues to develop and discuss study information. These meetings included a presentation and an open-house-style review of study findings.

Group Presentations. The team made presentations on request to 16 community or business groups over the course of the study.

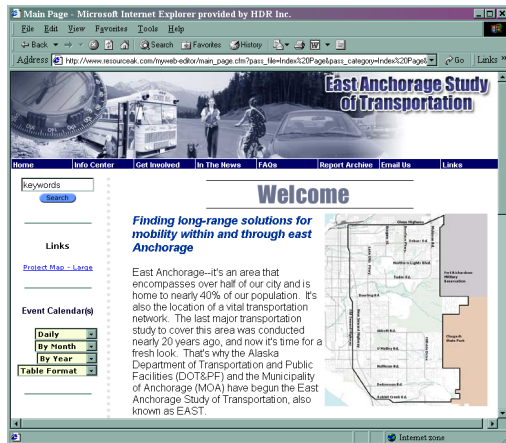
Interviews/Focus Group Meetings. One-on-one and one-to-many discussions with service providers identified issues and problems early in the process. These interviews were used to solicit public input; provide background; and identify roadway, public transportation, trail, and pedestrian deficiencies within the study area.

Listening Log. A study database recorded each comment, the date of receipt, type of comment, response, action required, and team member responsible for seeing the action item through to completion.

Movie Theater Slides. An advertisement was developed for Anchorage movie theater screens that included website, hotline, and contact information. This advertisement was used to get the word out about the study.

Open Channel to the Public. This technique refers to the availability of the study team to listen to and respond to public comment via fax, email, and telephone and in written correspondence. Comments were included in the study's "Listening Log."

Project Hotline (646-2333). Messages were updated as required to keep the public informed of upcoming meetings and to allow another method for providing input.



The study website (www.eastanchorage.net) was used to provide project updates, record comment, and distribute documents for review.

Project Report Distribution. Project reports were distributed to branch libraries, posted to the study website, and made available in CD format. Report availability notices were distributed via e-mail and regular mail.

Public Displays. Project displays were placed at branch libraries and shopping malls to develop interest in the study and to solicit interested parties for the mailing list.

Public Relations and Press Coordination. The team coordinated with the press to allow them to assist in getting information to the public. The result included stories in the *Anchorage Daily News*; on television channels 2, 4, 11, and 13; and on AM and FM radio stations.

Public Service Announcements. This mechanism was used to notify the public about meetings and project milestones.

Listening Posts. Three Listening Posts at area malls and other venues were used to spread the word about the study and to let the general public express their concerns and ideas.

World Wide Website. The project website, www.eastanchorage.net, was used to provide project updates, record comments, and distribute documents for review. An online questionnaire was made available on the study's website during the first two phases of the study.

Appendix A presents a chronology of the use of these tools throughout the study. Appendix B provides a summary of issues raised and topics discussed at public, agency, and Citizens' Working Group meetings. Appendix C presents the study's public involvement plan.

**Appendix A: Chronology of Public
Involvement Activities**

Chronology of Public Involvement Activities				
Date	Public Involvement Tool/Location	Purpose	Team Member Attending	Documentation
1/10/02	AMATS Policy Committee Meeting/Mayor's Conference Room (#1)	Informational Item – Status Report	John McPherson	Agenda
1/15/02	Project Hotline (646-2333) established	To facilitate public-study team communication.	Checked by team member daily	E-mail from team member with any messages
1/23/02	Town Center Public Meeting—Northway Town Center	Coordination with Anchorage 2020 Implementation	Anne Brooks, Jim Childers	Public notice of meeting
1/23/02	Transit Route Restructing Public Meeting	Coordination with Transit Route Restructuring effort	John McPherson, Soren Garber	Public notice of meeting
1/28/02	Town Center Coordination Meeting	Coordination with Anchorage 2020 Implementation	Don Galligan, John McPherson, Jim Childers	none
2/14/02	Town Center Coordination Meeting	Coordination with Anchorage 2020 Implementation	Don Galligan, John McPherson, Jim Childers	none
2/20/01	Media Coverage: Anchorage Daily News, Point-Counterpoint Section on Bragaw, etc.	EAST mentioned		
2/22/02	Team Meeting	Interpretation of Anchorage 2020	Don Galligan, John McPherson, Jeff Schively, Kevin Waring	Town center maps
2/25/02	Town Center Public Meeting	Coordination with Anchorage 2020 Implementation	Jim Childers	Town center maps
3/26/02	Town Center Coordination Meeting	Interpretation of Anchorage 2020	Don Galligan , John McPherson, Jeff Schively, Kevin Waring	Town center maps
4/5/02	Town Center Coordination Meeting	Interpretation of Anchorage 2020	Don Galligan , John McPherson, Jeff Schively, Kevin Waring	Transit route maps
4/10/02	Presentation to the Anchorage Chamber of Commerce, Government Affairs	Informational Item—Status Report	Anne Brooks	None. (Note: in late April received resolution in support of expedited study)
4/16/02	EAST Update Newsletter Volume 1	Public Involvement Kick Off		EAST Update Volume 1
4/17/02	Presentation #1 to Federation of Community Councils (FCC)	Informational Item—Status Report Distributed EAST Update Volume 1	Jim Childers, Bob Sloan, Anne Brooks	FCC Agenda
4/18/02	Town Center Coordination Meeting	Interpretation of Anchorage 2020	Don Galligan, John McPherson, Jeff Schively, Kevin Waring	Employment center maps
4/25/02	Presentation to Abbott Loop Community Council	Informational—Status Report	Jim Childers, Bob Sloan	ALCC Agenda

Chronology of Public Involvement Activities				
Date	Public Involvement Tool/Location	Purpose	Team Member Attending	Documentation
5/1/02	Meeting with Tom Nelson, Municipality of Anchorage Planning	Informational—Northway and Abbot Town Centers	Don Galligan, Jon Spring, Tom Nelson	none
5/2/02	Meeting with Jon Spring, Municipality of Anchorage Traffic	Interpretation of Northway and Abbot Town Center Information	Don Galligan, Jon Spring	Town center maps
5/02/02	Letter Invitation for Citizen Working Group	Request Participation		Copy of letter and mailing list
5/2/02	E-Mail Invitation to Brown Bag #1 to E-mail Mailing List	Announcement of Brown Bag Lunch Series		Copy of e-mail and distribution
5/2/02	E-Mail Request for FCC Broadcast of Brown Bag #1	Announcement of Brown Bag Lunch Series		Copy of e-mail
5/2/02	E-Mail Submission to ADN Community Datebook section	Announcement of Brown Bag Lunch Series		Copy of e-mail
5/2/02	Public Service Announcements	Announcement of Brown Bag Lunch Series		Copy of announcement and distribution
5/8/02	Brown Bag Lunch #1	Study Overview and Update	Anne Brooks, John McPherson Carla SlatonBarker	Meeting notes
5/15/02	E-Mail Notice	Notice of Availability of Background Report and Public Involvement Plan (PIP)		Copy of e-mail
5/16/02	E-Mail Invitation to Brown Bag #2 to E-mail Mailing List	Invitation to meeting/bus tour		Copy of e-mail and distribution
5/17/02	Distribution of CD with Letter	Respond to Requests for Background Report		Transmittal letter
5/17/02	Letter and EAST Update Newsletter to Non-Email People on Mailing List	Study Update and Request for E-Mail		Copy of Letter
5/18/02	Media Coverage: Bond and Bragaw Extension	EAST mentioned		
5/18/02	Media Coverage: Anchorage Daily News, Alaska Notebook Section	Overview of EAST Bus Tour of study area		
5/21/02	E-Mail Reminder of Brown Bag Lunch #2	Invitation to meeting/bus tour		E-mail
5/22/02	Brown Bag Lunch #2	Bus tour of the study area	John McPherson, Carla SlatonBarker, Don Galligan, Anne Brooks	Handout
5/22/02	Presentation to Alaska Trails and Greenways Coalition	Study Update during Annual Meeting	John McPherson	Agenda

Chronology of Public Involvement Activities				
Date	Public Involvement Tool/Location	Purpose	Team Member Attending	Documentation
5/23/02	Presentation at the AMATS Advisory Committee (#2)	Study Update	Carla SlatonBarker, John McPherson, Anne Brooks	Agenda
5/28/02	E-Mail Invitation to Brown Bag #3 to E-mail Mailing List	Invitation to Brown Bag: Topic, Land Use and Transportation		Notice
5/28/02	Notice of Brown Bag #3 to What's Up	Invitation to Brown Bag: Topic, Land Use and Transportation		E-Mail Notice
5/28/02	Notice of Brown Bag #3 to ADN Datebook Section	Invitation to Brown Bag: Topic, Land Use and Transportation		E-mail
6/02/02	Advertisement of CWG and other Public Participation Opportunities in ADN	Solicit General Interest and CWG Participation		Copy of advertisement
6/04/02	Brown Bag #3 Land Use and Transportation Meeting		John McPherson, Carla SlatonBarker, Don Galligan, Anne Brooks, Kevin Waring	Meeting notes
6/11/02	E-mail Notice of Brown Bag #4: Public Transportation	Solicit Interest and Participation at Meeting		E-Mail Notice
6/11/02	Notice of Brown Bag #4 to What's Up E-mail	Solicit Interest and Participation at Meeting		E-mail record
6/11/02	Notice of Brown Bag #4 to Community Datebook	Solicit Interest and Participation at Meeting		E-mail record
6/11/02	E-Mail Notice of Upcoming Citizens' Working Group Meeting #1	Schedule Citizens' Working Group Meeting		E-mail notice
6/14/02	Letter Invitation to Citizens' Working Group Meeting #1	Invite Participation at Meeting #1		Letter
6/19/02	Brown Bag #4 Public Transportation	Discuss Public Transportation Issues	John McPherson, Carla SlatonBarker, Anne Brooks, Bob Sloan	Meeting materials
6/24/02	Citizens' Working Group Meeting #1	Study Overview, Group Roles, Brainstorming of Problems and Fixes	John McPherson, Carla SlatonBarker, Anne Brooks, Don Galligan, Kristen Maines, Dave Hanson, Jim Childers	Meeting materials
6/24/02	Study Notebook to Citizens' Working Group (CWG) Members at meeting	Aid to Review and Participation		Distribution/sign-up sheet
6/25/02	Chamber of Commerce Transportation Subcommittee Meeting	Study Update	Anne Brooks	Meeting record

Chronology of Public Involvement Activities				
Date	Public Involvement Tool/Location	Purpose	Team Member Attending	Documentation
6/26/02	Study Notebook to AMATS Policy and Technical Committee Members	Aid to Review and Participation		Distribution/cover letter
6/28/02	June EAST Update Newsletter E-Mail to Entire Mailing List	Project Update, FAQ Information		Distribution/e-mail
6/28/02	E-Mail Notice of Brown Bag Lunch #5	Notice		Distribution, e-mail
6/28/02	June EAST Update Newsletter Mailed to 100 Non-Email Mailing List	Project Update, FAQ Information		Newsletter and distribution list
6/29/02	Media Coverage: Anchorage Daily News, Bragaw Extension Story	EAST mentioned		
7/3/02	E-mail Invitation to 7/17 Agency Working Group Meeting	Meeting Notice		E-mail, distribution
7/8/02	Formal Letter Invitation to 7/17 Agency Working Group Meeting	Meeting Invitation		Letter, distribution list
7/8/02	Study Notebook and Meeting Materials (Including Minutes and Worksession Summary) Mailed to CWG Members Not in Attendance at 6/24 meeting.	Aid to Review and Participation		Distribution/cover letter
7/08/02	Media Coverage: Anchorage Daily News, Our View Section, Bragaw Extension	EAST mentioned		
7/9/02	E-Mail Reminder Notice of Brown Bag Lunch #5	Meeting Notice		Distribution, e-mail
7/10/02	Follow-Up Information and Thank You (Meeting Minutes and Worksession Summary) Mailed to CWG Members	Aid to Participation		Copy of materials, distribution list
7/10/02	Community Datebook Advertisement of Brown Bag Lunch #5, Freight.	Notice of Meeting		Copy of notice
7/10/02	Media Coverage: Anchorage Daily News, Alaska Digest	EAST Brown Bag Lunch and General Information		
7/10/02	Brown Bag Lunch #5. Freight: If Everything Comes By Truck, How Are We Doing?	Educational, Informational		Copy of sign-in sheet
7/11/02	Interview with Service Provider: Alaska Trucking Association	Solicit Information on Problems and Needs	Don Galligan	Meeting notes
7/11/02	Interview with Service Provider: AMATS, Christine Bernardini	Solicit Information on Problems and Needs	Don Galligan	Meeting notes

Chronology of Public Involvement Activities				
Date	Public Involvement Tool/Location	Purpose	Team Member Attending	Documentation
7/16/02	Notice of Brown Bag #6 to What's Up E-mail List, and Community Datebook	Notice		Copy of advertisement
7/12/02	Interview with Service Provider: Lance Wilber, MOA Traffic Director	Solicit Information on Problems and Needs	Don Galligan	Meeting notes
7/16/02	E-mail Reminder to Agencies About Wednesday Agency Meeting	Notice		E-mail
7/17/02	Agency Meeting: Problems and Needs	Study Overview, Agency Review Roles, Brainstorming of Problems and Fixes	Bob Sloan, James Armstrong, John McPherson, Anne Brooks, Carla SlatonBarker, Don Galligan, Amy Karns	Agenda and handout
7/18/02	Interview with Service Provider: Anchorage Police Department	Solicit Information on Problems and Needs	Kristen Maines	Meeting notes
7/18/02	Anchorage Daily News Advertisement for EAST Listening Posts	Notice	--	Copy of advertisement
7/15/02	Interview with Service Provider: Public Transportation	Solicit Information on Problems and Needs	Anne Brooks	Meeting notes
7/17/02	E-mail Announcement of Listening Post	Notice	--	Copy of e-mail; distribution list
7/18/02	E-mail Reminder of Listening Post with Corrected Address and New Formatting	Notice	--	Copy of e-mail
7/18/02	E-mail Reminder of Brown Bag #6, Roads	Notice	--	Copy of e-mail
7/20/02	Listening Post at Northway Mall (9:30 to noon) and Dimond Mall (1:00 to 5:00)	Educational, Informational, Recording Problems and Needs	Don Galligan, John McPherson, Kristen Maines, Anne Brooks	Listening post display
7/23/02	Media Coverage: Anchorage Daily News, Point Counter Point on Bragaw Extension	EAST mentioned as context for analysis	N/A	Copy
7/23/02	Interview with Service Provider: Anchorage Fire Department	Solicit Information on Problems and Needs	Kristen Maines	Meeting notes
7/24/02	Listening Post at St. Mary's Episcopal Church	Educational, Informational, Recording Problems and Needs	Carla SlatonBarker, Anne Brooks, Kathy Burgess	Meeting notes
7/25/02	AMATS Technical Advisory Committee Meeting: EAST Quarterly Update (#3)	Study Update	John McPherson, Anne Brooks	Meeting agenda
7/31/02	EAST Update Newsletter Volume 3 Distribution to E-mail list and Regular Mail List	Study Update, Information	--	Copy of newsletter, distribution list

Chronology of Public Involvement Activities				
Date	Public Involvement Tool/Location	Purpose	Team Member Attending	Documentation
8/5/02	Presentation/Discussion with Anchorage Citizens' Coalition	Study Update, Issues Dialogue	John McPherson, Carla SlatonBarker, Kathy Burgess, Jim Childers, Bob Sloan, Lance Wilber	Meeting notes
8/6/02	Announcement of Brown Bag #7 (Schools) to What's Up and Community Datebook	Meeting Notice	--	e-mail
8/8/02	AMATS Meeting (#4)	Meeting Agenda	John McPherson	
8/8/02	E-mail Reminder of Brown Bag #7 to EAST Mailing List	Meeting Notice	--	e-mail and distribution
8/9/02	Article Submittal to Anchorage Pulse for September Publication	Study Information/Outreach		E-mail submittal record
8/14/02	Article Published in Anchorage Pulse	Study Information: Contact, Overview, Brown Bag Schedule		Copy of article
8/14/02	Brown Bag Lunch #7 (Schools)	Study Information/Outreach/Discussion	Anne Brooks, John McPherson	Meeting notes
8/21/02	Announcement of Brown Bag #8 (Peds and Trails) to What's Up and Community Datebook	Meeting Notice		E-mail
8/21/02	E-mail Announcement to EAST Mailing List of Brown Bag #8 (Peds and Trails)	Meeting Notice		E-mail
8/27/02	Reminder E-mail Announcement to EAST Mailing List of Brown Bag #8 (Peds and Trails)	Meeting Notice		E-mail
8/28/02	Brown Bag Lunch #8 (Pedestrians and Bikes)	Study Information/Outreach/Discussion	Anne Brooks, John McPherson, Carla SlatonBarker	Meeting Notes
8/30/02	E-mail Announcement (to CWG and General Mailing List) of Availability of Goals & Objectives and Problems & Needs Documents	Report Availability Notice with 9-30-02 comment period		E-mail
9/2/02	Study Display Posted at Loussac Library, Dimond Library, Dimond Mall, and Northway Mall	Study Outreach		Photos of displays
9/03/02	Distribution of CD Containing Reports to AMATS Technical and Advisory Committees and CWG members	Report Availability Notice with 9-30-02 comment period		Distribution list, cover letter
9/04/02	Notice of Report Availability and Comment Deadline to What's Up E-mail.	Notice of Goals & Objectives and Problems & Needs Documents		Copy of notice

Chronology of Public Involvement Activities				
Date	Public Involvement Tool/Location	Purpose	Team Member Attending	Documentation
9/05/02	Publication of August EAST Update Newsletter Volume 4 to Website with E-Mail Notice and Mailout to Non-email People	Study Update		Copy of newsletter
9/05/02	Media Coverage: Anchorage Chronicle, Pedestrian Issues	EAST discussed; available reports noted	N/A	Copy
9/7/02	Distribution of EAST Updates (approx 20 to 30) at Community Picnic at Creekside Park (Muldoon)	Study Update	Anne Brooks	E-mail event summary
9/07/03	Media Coverage: Anchorage Daily News Opinion Section, Bragaw Extension	EAST mentioned, CWG member article	N/A	Copy
9/9/02	E-mail Notice of Brown Bag #9, Land Use and Transportation, Interpreting Anchorage 2020	Meeting Notice		Copy of notice
9/13/02	Email Notice by DOT&PF and the Planning Association	Notice of Availability of Problems & Needs Report and the Goals & Objectives Documents		Copy of E-mail
9/18/02	Brown Bag Lunch #9, Land Use and Transportation: Interpreting Anchorage 2020	Study Information/Outreach	Jon Spring, Tom Nelson, John McPherson, Anne Brooks, Carla SlatonBarker, Kathy Burgess	Meeting minutes
9/18/02	Notice of Brown Bag #10 to Community Datebook and What's Up E-mail	Meeting Notice		E-mail
9/19/02	E-mail Notice of Brown Bag #10, Emergency Services	Meeting Notice		E-mail
09/19/02	What's Up E-mail notice	Notice of comments deadline on Problems and Needs Report and the Goals and Objectives Report; Brown Bag Lunch #10, Emergency Response		Copy of E-mail
9/25/02	Brown Bag Lunch #10, Emergency Response	Study Information/Outreach	John McPherson, Anne Brooks, Carla SlatonBarker, Kathy Burgess, Bob Sloan	Meeting notes
09/26/02	What's Up E-mail notice	Notice of comments deadline on Problems and Needs Report and the Goals and Objectives Report		Copy of E-mail

Chronology of Public Involvement Activities				
Date	Public Involvement Tool/Location	Purpose	Team Member Attending	Documentation
10/09/02	E-mail Events Update	Update to EAST list: October 10 AMATS meeting and October 14 Planning and Zoning worksession on MOA land-use assumptions		
10/10/02	Presentation to AMATS Policy Committee (#5)	Study Update	John McPherson	None
10/14/02	MOA Worksession with Planning and Zoning Commission	MOA's Incorporation of Land-Use Policies into Anchorage's Transportation Model	John Spring	—
10/17/02	Presentation to American Public Works Association	Study Update/Overview	John McPherson/Anne Brooks	Presentation slides
10/22/02	Presentation to Institute of Transportation Engineers	Study Update/Overview	John McPherson/Anne Brooks	Presentation slides
10/27/02	Media Coverage: Anchorage Daily News Story on Bragaw Road	EAST mentioned	N/A	Copy
11/05/02	Email notice to EAST mailing list on MOA land use hearing and comment period	Comment period deadline and Hearing on MOA's Incorporation of Land-Use Policies into Anchorage's Transportation Model	N/A	E-mail
11/07/02	Media Coverage: Anchorage Daily News Story on Bragaw Road	EAST mentioned	N/A	Copy
11/13/02	Email notice to entire mailing list of report availability and Volume 5 EAST Update Newsletter	Notice of Evaluation Criteria availability, distribution of newsletter, announcement of MOA December 9 th hearing	--	E-mail notice
11/14/02	Distribution of Evaluation Criteria Report to Anchorage Libraries	Report Distribution	N/A	N/A
11/15/02	Regular mail distribution of Volume 5 EAST Update Newsletter	Study Update-- Notice of Evaluation Criteria availability, announcement of MOA December 9 th hearing		Distribution list
11/20/02	E-mail Survey to Citizens' Working Group	Query group about best venue and time for future meetings; Fine-tune Outreach		E-mail
11/20/02	Presentation to AMATS Technical and Policy Committees (#6); Distribution of CD with Evaluation Criteria Report	Study update	John McPherson	Agenda

Chronology of Public Involvement Activities				
Date	Public Involvement Tool/Location	Purpose	Team Member Attending	Documentation
11/29/02	Comment Deadline: What's Up Discussion E-mail List	Evaluation Criteria Report Comment Period Notice (12/19/02)	N/A	Copy of E-mail
11/29/02	Comment Deadline and Hearing Notice: What's Up Discussion E-mail List	Comment period deadline and Hearing on MOA's Incorporation of Land-Use Policies into Anchorage's Transportation Model	N/A	
12/2/02	Comment period deadline on MOA's Incorporation of Land-Use Policies into Anchorage's Transportation Model	N/A	N/A	N/A
12/04/02	Meeting Notice: What's Up Discussion E-mail List	Notice of MOA Hearing (12/09) on MOA Land Use Allocation in Transportation Model	N/A	E-mail Copy
12/04/02	Report Comment Deadline What's Up Discussion E-mail List	Evaluation Criteria Report Comment Period Notice (12/19/02)	N/A	E-mail Copy
12/09/02	Planning and Zoning Commission Meeting/Public Hearing on Land Use Assumptions in Update to Transportation Model	N/A	N/A	N/A
12/11/02	Report Comment Deadline What's Up Discussion E-mail List	Evaluation Criteria Report Comment Period Notice (12/19/02)	N/A	E-mail Copy
1/03/03	EAST Update Newsletter Volume 6 Distribution (e-mail and mail)	Study Update, Meeting Notice, Solution Theme Introduction, to Entire Mailing List	N/A	E-mail and Newsletter
1/05/03	Media Coverage: Channel 2	Chamber of Commerce Preview: Overview and Solution Themes		
1/06/03	Presentation to Chamber of Commerce	Study Overview, Solution Theme Introduction	John McPherson, Carla SlatonBarker, Anne Brooks, Bob Sloan	Agenda, PowerPoint Presentation
1/06/03	Media Coverage: KSKA radio, TV Channels 2, 4, 11, 13	Chamber of Commerce Recap: Overview, Solution Themes, Upcoming Public Meetings		
1/7/03	Media Coverage: Anchorage Daily News Story, Overview, Solution Ideas	Chamber of Commerce Re-cap	N/A	Copy
1/08/03	Media Coverage: Opinion Section, Study Overview	Chamber of Commerce Re-cap	N/A	Copy

Chronology of Public Involvement Activities				
Date	Public Involvement Tool/Location	Purpose	Team Member Attending	Documentation
1/08/03	Newspaper Advertisement: Public Meeting, Alternatives Development #1 and #2	Meeting Notice Anchorage Daily News Display Ad	N/A	Copy of Request
1/13/03	Media Coverage: KFQD Interview, with Ronda McBride	Overview, Solution Themes, Upcoming Public Meetings	John McPherson	
1/14/03	Broadcast E-mail to Federation of Community Councils: Public Meeting, Alternatives Development #1 and #2	Meeting Notice	N/A	E-mail copy
1/15/03	Newspaper Advertisement: Public Meeting, Alternatives Development #1 and #2	Meeting Notice Anchorage Daily News Display Ad	N/A	Copy of Request
1/15/03	Meeting Notice What's Up Discussion List: Public Meeting, Alternatives Development #1	Meeting Notice	N/A	Copy of Notice
1/15/03	Public Meeting, Alternatives Development #1	Study Update, Solution Theme Introduction	EAST Team	Meeting Materials
1/16/03	Distribution of Forecast Report to Anchorage Libraries	Report Distribution	N/A	N/A
1/16/03	E-mail Notice of Forecast Report Availability	Notice of Forecast Report to Entire Mailing List	N/A	E-mail Copy
1/20/03	Citizens' Working Group Meeting, Alternatives Development #1	Solution Theme Introduction	EAST Team	Meeting Materials
1/23/03	Presentation to AMATS Technical Advisory Committee (#7)	Study Update, Solution Theme Update	John McPherson, Anne Brooks	Agenda
1/21/03	Reminder E-mail: Citizens' Working Group Meeting, Alternatives Development #2	Reminder to CWG List	N/A	E-mail Copy
1/22/03	Reminder E-mail: Public Meeting, Alternatives Development #2	Reminder to Entire EAST List	N/A	Copy of E-mail
1/22/03	Meeting Notice What's Up Discussion List: Public Meeting, Alternatives Development #2	Meeting Notice	N/A	Copy of Notice
1/22/03	Newspaper Advertisement: Public Meeting, Alternatives Development #2	Meeting Notice Anchorage Daily News Display Ad	N/A	Copy of Advertisement
1/22/03	Radio Public Service Announcement: Public Meeting, Alternatives Development #2	Meeting Notice	N/A	Announcement Copy
1/22/03	Broadcast E-mail to Federation of Community Councils: Public Meeting, Alternatives Development #2	Meeting Notice	N/A	E-mail copy

Chronology of Public Involvement Activities				
Date	Public Involvement Tool/Location	Purpose	Team Member Attending	Documentation
1/22/03	Anchorage Daily News Community Datebook Entry: Public Meeting, Alternatives Development #2	Meeting Notice	N/A	E-mail Copy
1/24/03	Reminder E-mail: Citizens' Working Group Meeting, Alternatives Development #2	Reminder to CWG List, with Meeting Agenda	N/A	E-mail Copy
1/25/03	Presentation to Anchorage Leadership Program	Solution Theme and Process Update (Requested by Alaska Humanities Forum)	John McPherson	Public Meeting Materials
1/27/03	Reminder E-mail: Citizens' Working Group Meeting, Alternatives Development #2	Reminder to CWG List	N/A	Copy of Email
1/27/03	Citizens' Working Group Meeting, Alternatives Development #2	Solution Theme Refinement	EAST Team	Meeting Materials and Notes
1/29/03	Reminder E-mail: Public Meeting, Alternatives Development #2	Reminder to Entire EAST List	N/A	Copy of E-mail
1/29/03	Newspaper Advertisement: Public Meeting, Alternatives Development #2	Meeting Notice Anchorage Daily News Display Ad	N/A	Copy of Request/Ad
1/29/03	Public Meeting, Alternatives Development #2	Study Update, Solution Theme Refinement	EAST Team	Meeting Materials
1/30/03	Presentation to Abbott Loop Community Council	Solution Theme and Process Update (Requested by Community Council)	Carla SlatonBarker	Meeting Notes
2/6/03	Presentation to Scenic Foothills Community Council by Citizens' Working Group Member	Solution Theme Update (maps provided)	Roger Shaw, CWG member	Agenda
2/03/03	Media Coverage: Front Page Story in Anchorage Daily News	Solution Theme Overview	N/A	Copy
2/8/03	Citizen Letter to Editor, Anchorage Daily News	Idea: Modify Roads We Have	N/A	Copy
2/9/03	Citizen Letter to Editor, Anchorage Daily News	Idea: Increase Bus Service	N/A	Copy
2/11/02	Presentation to Dynamic Properties Realtors' Group	Solution Theme and Process Update (Requested by Dynamic Properties)	Carla SlatonBarker	Agenda, Meeting Notes
2/19/03	Presentation to Steller Secondary School	Study Overview and Solution Theme Update (Requested by Steller School government teacher)	Carla SlatonBarker	Meeting Handout
4/09/03	Multi-Team Meeting	Discussion of initial model runs	EAST, Glenn, Seward, and LRTP representatives	Meeting Minutes

Chronology of Public Involvement Activities				
Date	Public Involvement Tool/Location	Purpose	Team Member Attending	Documentation
4/24/03	Presentation to AMATS Technical Advisory Committee (#8)	Study Update: Solution Themes and Preliminary Findings from Transportation Model	John McPherson, Carla SlatonBarker, Anne Brooks	Agenda and Copy of Presentation
5/08/03	Presentation to Fairview Community Council	Solution Themes, Preliminary Findings, and Public Meeting Notice	Carla SlatonBarker, Anne Brooks	Copy of Presentation and Agenda
5/08/03	E-mail Notice of Agency Meeting	Invitation to 5/27/03 Agency Meeting	N/A	Copy of Notice
5/08/03	E-mail Notice to Transit Advisory Board about 6/6/03 Meeting. Coordination with P&Z, AMATS, and Assembly Clerk.	Notice of 6/6/03 Worksession	N/A	E-mail
5/08/03	E-Mail Notice About Upcoming CWG Meeting	Notice of 5/27/03 CWG Meeting	N/A	Copy
5/09/03	Hardcopy Notice About Upcoming CWG Meeting	Notice of 5/27/03 CWG Meeting		
5/10/03	Website Update	Notice of May/June Activities	N/A	Copy of Update
5/16/03	E-mail Notice of June Public Meetings and EAST Update Newsletter Volume 7	Notice of June Public Meetings, Notice of Origin and Destination Report, Notice of Transportation Issues Survey Results Report	N/A	Copy
5/16/03	Distribution of Origin and Destination Report and Transportation Issues Survey Results Report to Branch Libraries	Report Availability	N/A	Transmittal
5/16/03	Formal Invitation Letter to Agencies	Invitation to Agency Working Group Meeting	N/A	Copy of Letter and Distribution
5/18/03	Notification for FCC Broadcast	Public Meeting Notification	N/A	E-mail
5/19/03	Distribution of EAST Update Newsletter Volume 7 to Non-Email List	Notice of June Public Meetings, Notice of Origin and Destination Report, Notice of Transportation Issues Survey Results Report	N/A	Copy
5/20/03	Submittal to What's Up List	Notification of Public Meetings	N/A	Copy of Submittal
5/20/03	Submittal to Community Datebook Section	Notification of Public Meetings	N/A	Copy of Submittal
5/21/03	Presentation #2 to Federation of Community Councils (FCC), Board of Delegates	Study Overview, Solution Theme Overview, and Public Meeting Notice	Carla SlatonBarker, Anne Brooks	Copy of Presentation and Agenda
5/22/03	Presentation to AMATS TAC (#9)	Technical Findings and Recommendations	John McPherson, Carla SlatonBarker	Agenda
5/22/03	Radio Public Service Announcement	Notice of June Public Meetings	N/A	Copy

Chronology of Public Involvement Activities				
Date	Public Involvement Tool/Location	Purpose	Team Member Attending	Documentation
5/23/03	Reminder E-mail Notice to CWG about 5/27 Meeting	Reminder Notice	N/A	Copy
5/23/03	Reminder E-mail Notice about Agency Meeting	Reminder Notice	N/A	E-mail
5/23/03	RSVP Phone Calls to Agencies and CWG	Reminder	N/A	N/A
5/25/03	Public Meeting Notification Anchorage Daily News	Meeting Display Ad (For publication 5/25 and 6/02)	N/A	Submittal
5/27/03	Agency Working Group Meeting	Present Technical Findings and Recommendations	John McPherson, Carla SlatonBarker, Laurie Cummings, Anne Brooks, Bob Sloan	Meeting Materials
5/27/03	Citizens' Working Group Meeting	Present Technical Findings and Recommendations	John McPherson, Carla SlatonBarker, Laurie Cummings, Anne Brooks, Bob Sloan	Meeting Materials
5/28/03	E-mail Notification by the What's Up List Serve	Notification of Public Meetings	N/A	E-mail
5/29/03	Meeting Notification Publication in Anchorage Chronicle	Notification of Public Meetings	N/A	Submittal
5/30/03	E-Mail Notification of Report Availability on Web and at Libraries (Alternatives Development and Evaluation)	Notification of Report	N/A	E-mail
5/30/03	E-mail Notification by the Alaska Center for the Environment	Notification of Public Meeting Schedule and Get Involved Notice	N/A	E-mail
6/02/03	Public Meeting Advertisement in Anchorage Daily News	Meeting Notification	N/A	Copy of Advertisement
6/02/03	Public Meeting: South Anchorage Venue	Present Technical Findings and Recommendations	John McPherson, Carla SlatonBarker, Laurie Cummings, Anne Brooks, Bob Sloan	Meeting Materials
6/02/03	E-mail Notification: Report Availability	"Alternatives Development and Evaluation" at the Libraries	N/A	Transmittal
6/04/03	Public Meeting: North Anchorage Venue	Present Technical Findings and Recommendations	John McPherson, Carla SlatonBarker, Laurie Cummings, Anne Brooks, Bob Sloan	Meeting Materials
6/06/03	Information Session with Assembly, AMATS, Planning and Zoning, and Transit Advisory Board	Present Technical Findings and Recommendations	John McPherson, Carla SlatonBarker, Anne Brooks	Presentation

Chronology of Public Involvement Activities				
Date	Public Involvement Tool/Location	Purpose	Team Member Attending	Documentation
6/06/03	E-Mail Notification	Notification that Last EAST Report (Study Recommendations) is on Website and at Libraries	N/A	E-mail
July 2003	E-mail Notification	Notification that Final EAST Report (Study Recommendations) is on Website and at Libraries	N/A	E-mail

Appendix B: Meeting Notes

East Anchorage Study Transportation Meeting Notes



Subject	Public Meetings: Technical Findings and Recommendations	Sheet 1 of 6
Project Number	07072-187-249	File Number
Meeting Date and Location: South Anchorage Venue <u>June 2, 2003, 6:00 to 9:00 pm, Presentation at 6:15 pm</u> Hanshew Middle School, 10121 Lake Otis Parkway		North Anchorage Venue <u>June 4, 2003, 6:00 to 9:00 pm, Presentation at 6:15 pm</u> East High School Commons 4025 E. Northern Lights Blvd.
Notes by	Written Comments Summarized Individually	

Meeting Purpose:

(1) To share results of an evaluation of East Anchorage Study of Transportation (EAST) solution themes, (2) to present EAST study team recommendations, and (3) to answer questions and take written comments on the recommendations.

Meeting Format:

6:15 — Welcome and Agenda Overview

6:25 — Presentation

An Overview of EAST: Technical Findings, Recommendations, and What's Next

6:55 — Questions and Answers

Clarification Questions Related to Presentation

7:15 — Open House Style Information Review

Technical Findings and Recommendations

8:15 — Questions and Answers

Address Remaining Questions

9:00 — Adjourn

Stations Around the Room:

- Base Case Solution Theme
- Implement the Long Range Transportation Plan Solution Theme
- Widen What We Have Solution Theme
- Provide Major Cross-Town Connections Solution Theme
- Complete the Network Solution Theme
- Provide Land-Use and Transit Choices Solution Theme
- Study Recommendations

Input Format:

Attendees were asked to fill out the comment sheet and drop it in the comment box before leaving, or to submit comments to the study team following the meeting.

East Anchorage Study Transportation Meeting Notes



Summary of Issues Noted in Written Comments Received:

- The amount of new roads recommended is astounding. Cost estimates are needed to determine if Anchorage can even afford the recommendations. Recommendations should discuss relationship between growth in vehicle miles traveled and actual population growth in Anchorage and the Mat-Su. Consideration needs to be given to the additional sprawl that would be generated if the recommended roads were constructed, as well as to additional improvements/sprawl over a 50-year planning horizon. The project's purpose should reference the goals and objectives of Anchorage's comprehensive plan or its Long Range Transportation Plan. There is too much focus on highway congestion rather than "transportation problems." Transit and pedestrian recommendations should be grounded in transportation demand modeling. Transit targets should be related to rush hour and key destinations rather than overall increases in transit ridership. Transit goals should be closer to 10-15 percent of trips into downtown Anchorage with another 15 percent made walking. The statement "...Anchorage transit ridership is not highly sensitive to land use and service frequency," appears unfounded. More documentation is needed. EAST's land use assumptions need to be made clear. (Anchorage Citizen Coalition)
- Involve the community councils early and in depth in the LRTP—each council should have a representative and meet often. Continuous Glenn/Seward Freeway the biggest concern; opposed to expansion of Northern Lights; opposed to extension of 36th; historically opposed to connection of Abbott Loop and Bragaw—if constructed, no other development in Bicentennial Park should occur; supports recommendation to not extend Bragaw through the university. Need more information on model assumptions, as well as cost, park, and neighborhood impacts. Would like even more attention on transit, pedestrians, and bikes. Requests more information on realistic goals for these other modes, as well as a comparison to goals for other similar communities. (Rogers Park Community Council)
- Extend Boniface to Dowling, but make it limited access and placed on structures for animal movement underneath. Opposed to extension of 36th through University Lake and APU.
- For a full community discussion on future transportation to take place in the LRTP, the following information gaps should be addressed: The "problem statement" should be clarified, assumptions should be spelled out, and more explanation of the model and origin and destination information should be given (origin/destination information appears to be based on a survey and calculations instead of real data). Citizens must be convinced that the recommendations are necessary and no other solutions will work. Need more information on experiences (advantages, disadvantages) of other cities with a freeway like the recommended Glenn/Seward freeway. Dowling/Boniface alignment is superior to past proposals.
- Opposes recommendation to extend 36th Avenue for reasons relating to neighborhood cohesiveness, current pedestrian-friendly atmosphere to employment areas, concern over traffic safety in the area, value of parkland, quality of life, and preservation of health and education district. (University Area Community Council)
- Strongly opposes extension of 36th Avenue. Significant impacts to the area.

East Anchorage Study Transportation Meeting Notes



- Recommendations should have included existing Tudor/Muldoon corridor as an expressway to preserve parkland and existing communities. An elevated expressway on Tudor should have been considered. East-west traffic flow is the problem and not north-south traffic flow; therefore, Boniface extension is not needed. An expressway running from the Glenn to Minnesota with an exchange at C Street is needed. Existing transportation grid would be adequate for existing population with improvements made to intersections (tight cloverleaves) and population limits on Eastside.
- Concerned about impact on Collage Village from a 36th extension.
- Suggests that Personal Rapid Transit will be in most cities within 50 years. Offers web site www.skywebexpress.com.
- Strongly opposes 36th extension.
- Direct access to the Seward Highway from Tudor or 36th is needed – a new exchange at either location is needed. Also better left-turn lane is needed at Lake Otis and Tudor for northbound traffic.
- Don't extend 76th from Taku Lake to C St. Would make noise intolerable and destroy area.
- Elmore road extension is not justified—emergency service stations on both ends already, and school connectivity benefits do not outweigh cost, neighborhood, and environmental impacts.
- Potential new traffic lights should be studied. Opposes extension of 76th for reasons relating to neighborhood and pedestrian safety. Notes that New Seward Highway/Diamond interchange improvements have made accessing the frontage road dangerous—future improvements should learn from this. Supports need for pedestrian friendly designs, particularly to aid access to bus stops across roads, and winter maintenance to promote use and access. Cautions that a Boniface-Dowling expressway would need safe pedestrian crossings.
- Opposes extension of 36th Avenue for reasons related to neighborhood cohesion, impact to University Lake Park, impact to UAA and APU, and the ability of Northern Lights or Tudor improvements to adequately handle traffic problems.
- Supports all the recommendations except the 36th extension.
- Consider more closely linked transit points for the Boniface-Dowling area. Include a San Francisco, Cal-trains-like system to provide pick-up/drop-off service to commercial areas to serve people including disabled adults or at least a better service with stops every 3 blocks and buses every 15 min.
- Concerned about how snow would be removed along a trenched section of a Glenn/Seward freeway. Wonders about use of heated roadbed with storm drains. Registers strong support for mass transit and suggests use of new airport rail spur by residents.

East Anchorage Study Transportation Meeting Notes



- Suggests that studies like EAST should start with the question “What would make mass transit work?” Suggests strategies like increasing parking prices, providing better bus stops, and reversing development sprawl. Reasons relate to quality of life.
- Build Abbot extension, Elmore extension and Dowling/Boniface expressway. Extend Elmore from DeArmoun to Rabbit Creek Road for connectivity to high school and safety.
- Opposed to extension of 76th (extend 68th from Kincaid to Abbott instead), join Glenn and Seward Hwy, build interchange at Seward and International.
- Opposed to 36th street extension (in conflict with U-Med Plan). Cost/benefit ratio of the recommendations is too small. Need more analysis—his calculations note less than one minute of time saved per day per person with all improvements constructed.
- Supports extension of Bragaw through to UAA (notes that UAA has bad congestion and needs more access points). Suggests considering Personal Rapid Transit in the future.
- Wants more consideration of impact of new East-side high-density development on transportation. Notes that Muldoon gridlock will occur in 5 years and that Boniface improvements won’t reduce impact of high-density development on Muldoon enough. Tudor needs to be improved significantly.
- Extend 36th as a collector to Patterson for hospital access from Muldoon rather than stopping at Baxter.
- Don’t extend 36th; put in parking at four corners of U-Med district and shuttle workers. Make Tudor a highway before extending 36th. More trails and mass transit needed instead of more pavement.
- Make Tudor an expressway, don’t extend Bragaw through the park, don’t extend 36th. Instead of more pavement, a better bus or rail system is needed. EAST recommendations seem in opposition to Anchorage 2020’s vision for natural open spaces.
- Opposes any recommendation that pushes roads through “Eastside gems” (University Park, Cheney Lake, Baxter Bog). Notes that many Muldoon residents opposed to Comp Plan’s increased density development in that area. Suggests that Hillside should have increased density to take pressure off already overbuilt sections of town. Notes affordable housing in other areas could be a key.
- Ensure that planning and zoning requirements match the needs of long-term transportation projects, i.e. developers should include feeder roads in locations where entire neighborhoods go directly into an already congested arterial.
- Community values should be factored into the mix of alternatives. Residents must be able to comment on existing travel delay time compared to delay time in the 2023 with and without

East Anchorage Study Transportation Meeting Notes



improvements. Dollar values should be assigned to projects, project costs should be compared to available federal funding, and the time it would take to implement the top 3 projects (at current federal allocations) should be determined.

- Recommended solutions should make better use of TDM/TSM strategies like telecommuting and staggered work hours.
- Supports Bragaw extension north and south. Supports Tudor Road as a freeway. Opposes 36th extension (area has established neighborhoods and Bragaw extension would provide access to U-Med district).
- Generally supports EAST recommendations, but opposes 36th extension.
- Consideration should be given to number of lanes needed to carry traffic in winter conditions. Land acquisition, wetland impacts, and other factors need to be considered during the planning process.
- Supports Boniface-Dowling expressway, Bragaw extension, Seward and Glenn Hwy connection. Opposed to 36th extension (too many costs compared to benefits; look at other ways to do the same). Suggests more transit improvements like feeder buses.
- Generally support recommendations: Boniface -Dowling connection is good (good access from Elmendorf, to Seward Highway, for State Troopers and police). Glenn-Seward connection will be difficult-- at least the McCarrey to Ingra section is needed.
- Recommendations should include holding down housing densities in East Anchorage.
- The northeast quadrant of the municipality has been targeted for density increases disproportionate to the rest of the city. EAST recommendations fail to acknowledge the reduction of average daily traffic from a voluntary limitation of density increases. Disagrees with collector grid extension from Boniface to Baxter (would disrupt neighborhood and draw traffic to Baxter). Thinks team has understated value of grade separation at Lake Otis/Tudor. Suggests incursions into open spaces should be delayed until other upgrades are put in place. Notes importance of policies to stagger work shifts.
- Opposes extension of 36th. Wants more improvements to mass transit, more town centers to increase walkability, more trails, and more express bus service. Applauds idea of transportation hubs.
- Generally supports recommendations. Specific comments: don't extend 36th and instead build a diagonal road to Northern Lights; do reduce population density in NE quadrant; do not assume that bus rider ship will increase.
- EAST should recommend priorities for projects (which first, Glenn/Seward or Boniface-Dowling, for example); the LRTP process should further consider Tudor between Seward and Boniface as a freeway with a service road (how does this compare to the recommended

East Anchorage Study Transportation Meeting Notes



Boniface-Dowling expressway?); a model run should test the impact of a Knik arm bridge; the report should clarify whether the entire road system was taken into account during model runs, or just different pieces of the system.

- Opposes improvements (widening, connecting) to Shelikof St.
- Opposes Goldenvue to DeArmoun connection – slope too steep.
- The study needs to consider sound pollution from existing and planned roads. Opposes double decking of Northern Lights and Benson because of noise impacts on neighborhoods.
- Opposes widening of Shelikof St as a north-south option. Thinks east-west routes (such as to better connect Muldoon with the Glenn) need the improvements. Suggests exploring a new road on military land east of Muldoon.
- Opposes extension/widening of Shelikof.
- Opposes a Shelikof Road connection because of neighborhood traffic impacts.
- Linking Lake Otis to New Seward is a poor idea.
- Residents of a condominium in the area oppose an extension of 36th Avenue. This extension would impact their building.
- Opposes extension of Shelikof St. from Huffman to 36th (reasons: impacts to houses and intersection would be too close to the Seward Highway, worsening congestion at too high a price tag); instead, suggests pushing Raspberry/68th to Campbell airstrip road and connecting to the Glenn Hwy via the utility easement east of Muldoon Road.
- General support for recommendations, with one exception: the Boniface-Dowling expressway. Too many residential impacts (increased traffic, dust, noise, as well as decreased property values) would be associated with this connection. Suggests Tudor Road freeway instead.
- Don't slow down traffic. Muldoon/Debarr intersection needs to be improved. People's origins and destinations should be located near one another to cut down on the need to drive and add to congestion. The traffic impacts of town centers must be studied.

Meeting Notes



Subject		Alternatives Development Public Meeting #2		Sheet 1 of 7	
Meeting Date		January 29, 2003 6:30 to 8:30 pm		Meeting Location East High School	
Notes by		HDR Alaska			
Attendees		42 people on sign-in sheet			

Meeting Overview: This was the second in a series of meetings to develop and evaluate alternatives. EAST developed and refined potential solutions based on meeting #1 input. At the Alternatives Development #2 public meeting, the refinements to the alternatives to carry forward into the evaluation phase were presented.

Meeting Purpose: (1) To present refined solution themes for solving current and forecast (through 2023) transportation problems in greater East Anchorage; (2) to report how public input from meeting #1 was used to refine solution themes; (3) to take comment on additional refinements needed; and (4) to take comment at open-house tables on the refined solution theme components for use in transportation modeling.

Meeting Format:

- **Open House**—6:00 pm to 8:30 pm
- **Presentation**—7:00 pm
- Participants were encouraged to share ideas with study team members at the following stations:
 - Solution Theme: Complete the Grid
 - Solution Theme: Implement Existing Plans
 - Solution Theme: Widen What We Have
 - Solution Theme: Provide Major Cross-Town Connections
 - Solution Theme: Provide Land-Use and Transit Choices
- Comment sheets and flip charts were provided at the stations.

Meeting Notes



Summary of Comments Heard:

- Complete South Bragaw extensions.
- Members of Northeast Community council voiced opposition to a road along Ft. Rich area (the Muldoon bypass), and also are concerned about a Tudor Road freeway.
- We should model the way the Scandinavians do. Don't use a Lower 48 transportation model.
- Complete the East Anchorage Bypass.
- Before any of the solution theme suggestions are implemented, the synchronization of stoplights, installing of traffic signs, etc. should be implemented or reviewed.
- I don't support widening existing roads unless there is absolutely no other solution. The costs would be astronomical.
- East Bypass - I support this connection only after all less invasive alternatives have been implemented.
- Complete Bragaw to Abbott all the way.
- Look to Scandinavian solutions, not Portland solutions. Elevate roads in environmentally sensitive areas.
- Widen the Glenn Highway, and add bus or commuter lanes.
- Widen the Seward Highway.
- Not in favor of a road by Fort Richardson (East City Bypass). This is the only place for moose to roam, and it's too close to residences.
- Do not extend Bragaw south of Northern Lights.
- Develop a high-speed interchange at Glenn Highway and Airport Heights and then to Lake Otis and Debarr.
- Elevate 36th at Lake Otis and make an uninterrupted connection from Seward Highway to the university with no stoplight on Lake Otis.
- A new by-pass behind the fire station and regional hospital connecting Glenn Highway/Airport Heights to Lake Otis/Debarr is needed.
- Widen Bragaw from Airport Heights to Lake Otis.
- Widen Lake Otis: Debarr to Northern Lights.
- Create a road on the Fort Richardson East Side boundary connecting Stuckagain Heights, south to Abbott/O'Malley area, east of Hilltop Ski Area.
- As Anchorage grows we will need better access to the university campus and some of the land to access designated parklands.
- Russian Jack is over utilized as well as the park areas south of Muldoon & Tudor. More family recreational facilities are need in these areas.
- Poor traffic patterns are already affecting property values in our older communities – like Mountain View and the east side of Airport Heights. Taking commuter pressure out of these areas is critical to the revitalization of these neighborhoods.
- Best way to increase north south traffic is to improve the Seward Highway and provide better access from the east and the west at International Airport Road, Dowling, 76th, Dimond, O'Malley.
- An overpass at Tudor & Lake Otis is needed. Make Tudor a freeway west of Boniface.
- Patterson Street between E. 20th and E. Northern Lights is a dedicated park. Please do not make it into a street.
- Connect 20th between Bragaw and Baxter, also west of Lake Otis.

Meeting Notes



- Connect Dowling-Abbott Loop area.
- Most of the "not in grid" proposed streets - East of Muldoon, 36th, Bragaw, Abbott Loop - simply are unacceptable for environmental and aesthetic reasons. Far better to pursue other solution themes.
- Widen Tudor between Seward Highway and Boniface.
- Widen Seward Highway between Dowling and 15th.
- It's best to build lanes where the need is greatest.
- A Glenn-Seward Highway connection is needed.
- A Dowling corridor west of Boniface is needed.
- Strongly oppose the proposed east-west corridor (paralleling Muldoon and Tudor roads) east of Boniface for two reasons: (1) environmental (2) traffic flow (volumes on Tudor are far heavier west of Boniface than to the east). Strongly advocate against a Bragaw-Abbott extension, both North and South of Tudor road for aesthetic and environmental reasons. Support concept of increasingly sophisticated intersection at Tudor and Lake Otis.
- Land Use and Transit - support all aspects of this theme. Both maintaining the dwelling units per acre in designated residential areas and increasing densities in the areas and corridors presented in this theme map.
- The medical/university neighborhood plan clearly states that the road should not be extended through the university. It should be removed from the maps. And then that makes no sense to dump traffic onto Tudor, which is beyond the ability to handle more traffic.
- No way should the New Seward remodel eliminate the middle median because it is needed for emergency "soft landings" in the winter.
- Do not eliminate the ability for New Seward Highway traffic to get off and on at 36th as one New Seward Highway plan shows. Emergency vehicles must be able to go from the New Seward Highway & 36th and the hospital.
- Cross-town connections – A New Seward Highway/International Airport Road connection is needed.
- Land use & transit - more transit must accompany any land use plan and transportation plan implementation; that is addressed in the 2020 plan. It should not be an after thought but the first consideration because studies all across the US show that building more roads does not decrease traffic congestion. Traffic congestion is the same 10-20 years after roads are built in comparison to areas where roads aren't built. Thus transit is the key to reducing congestion and urban sprawl.
- Connect 72nd, 80th, 84th, 88th, east-west Abbott Loop to Lake Otis.
- Build East Muldoon Bypass - connect to Dowling.
- Connect Dowling & 68th to Raspberry.
- Build no-access thru way for Bragaw to Tudor
- Complete Bragaw from Tudor through University Park to Abbott Loop.
- Forget a street across Baxter Bog! It's a swamp and such road would be extremely expensive and ruin the Bog Park. Condemnation of properties for right of way would be traumatic.
- Widen Glenn Highway to Ingra.
- Sequence our traffic control lights properly to allow traffic to flow smoothly.
- Extend C Street to O'Malley.
- Provide additional access to Concord & Bayshore (connect Concord area to Minnesota).

Meeting Notes



- Connect West Klatt with Minnesota west of C Street.
- Masses of people access the university & hospital area everyday--students, instructors, medical personnel, police, and pass-through traffic is very heavy. Access routes should be wide, numerous & well planned.
- Land use is controlled by (1) zoning per title 21 & (2) municipal sewer/water facilities. Population demographics are controlled by zoning: People/residential areas will be concentrated in R-1 through R-4 areas more than in R-6 through R-10 areas. Sewer and water service limits zoning. As long as increased zoning on our hillside is politically unpopular, population growth can only occur in R-1/R-4 zoning – this directly effects east & west anchorage. I don't believe we have a severe space problem in Anchorage. We have spoiled NIMBYS in huge low-density areas. If an additional sewer disposal facility were to be built in lower South Anchorage, water & sewer lines could be extended up the hillside, zoning changed to R-4 and below, and population trends could be managed to even out growth throughout the bowl. It's poor planning policy to stack the deck forcing population growth to be squeezed into East or West Anchorage.
- Widen Tudor only if the East City Bypass does not get support.
- East City Bypass must be buffered from the existing neighborhoods. Possibly elevated.
- Cross-town connections - Glenn to South Anchorage with bypass to International is needed.
- Widen Glenn Highway to Tudor (Boniface widening). Complete the Boniface to Dowling tie-in before adding additional lanes.
- Widen Glenn Highway to Rabbit Creek (New Seward).
- East City Bypass (please!).
- Widen Glenn Highway.
- Widen Tudor.
- Consider elevated lanes - perhaps not anymore expensive.
- O'Malley/Abbott Loop connection.
- East City bypass. I can support the East Anch. Bypass if the bypass is placed at least 1/2 mile away from the eastern city limit (further out into the military reservation). I would not support a bypass without a buffer between the eastern most homes and the bypass. I would support a bypass if there is limited access as shown (only at Debarr & Northern Lights and if there is no development along the bypass (no gas stations, stores, etc.)
- Need to do something with Tudor/Lake Otis interchange
- Full speed directional intersection at New Seward Highway & O'Malley. This is really an inexpensive alternative compared to some others. It would enable Minnesota to share some of Seward Highway traffic for downtown traffic. Could also have immediate effect.
- Complete the Grid: I don't like the extension through UAA & Goose Lake.
- Try sending Lake Otis to Glenn Highway through the dump area.
- Bragaw extension.
- Boniface to Dowling is a good alternative.
- Widen Lake Otis from Northern Lights to Debarr or just make it 2 lanes all the way to Debarr from Northern Lights.
- Connections: Extend Boniface to Dowling.
- Connections: Extend Bragaw.
- I am opposed to the extension through UAA.
- I am opposed to the East City bypass as proposed. I would not object to extending Muldoon to Dowling as proposed with a Boniface & Bragaw extension. Many people ski,

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bike and access the military reservation from their neighborhoods and the bypass as proposed would greatly change the reason many people chose to live on this side of town. I would not be opposed to the plan if they move the by-pass to where the current tank trail is with a buffer zone between the existing neighborhoods and the bypass (undeveloped buffer zone).

- I like the land use theme approach by limiting existing dwellings per acre.
- No mention of utility grids and transportation in the same corridor. City growth will include utility needs as well as transportation needs. Example: Bragaw extension and AWWU water pipeline corridor.
- Work out a route that takes the Glenn Highway around Anchorage. Traffic really backs up when it has to stop in the middle of town. Need to have large trucks routed away from major buildups (safety).
- Some of the parks could go away. Anchorage has as many parks as some states.
- Connect Dowling Road to North Bragaw.
- North Bragaw, 64th street to Abbott to Dowling.
- Extend Lore Road to Lake Otis Road.
- Extend Folker Street, Tudor to 52nd.
- Complete 88th street, Lake Otis to Abbott Loop.
- Connect unimproved sections of Spruce Road.
- Extend Bragaw from Providence Drive to East Northern Lights.
- Widen Tudor.
- Widen New Seward.
- Reduce speed limits - 10-15 mph residential areas.
- Connections : Improve Muldoon & Glenn Highway.
- Connections: Improve Northern Lights & northbound Seward Highway.
- Connections: Dowling Road to Raspberry.
- Connections: Academy Drive & 76th Streets.
- Complete pedestrian & bike paths.
- Strongly opposed to road along Fort Richardson. This will have detrimental impact on Muldoon businesses and on thousands who live East of Muldoon. Also wetland impacts.
- Widen Muldoon.
- Widen Tudor.
- We don't need more roads we can't afford to build and maintain! Widen what we have, where needed, encourage mass transit, biking, walking, carpooling, and trains.
- As stated, strongly opposed to Fort Richardson roadway - this will have very detrimental effect on Muldoon businesses and the quality of life for those east of Muldoon. Also, wetland impacts. This road will also not solve traffic problems (east/west & north/south)
- Stop sprawl - support town centers.
- More employment centers in Eagle River and Mat-Su.
- Higher density housing in South Anchorage.
- Complete the trail system.
- Connect Chester & Ship Creek trails through Fairview.
- Install sidewalks so pedestrians have safe travel.
- Connect 84th.
- Connect 68th, 76th to C Street.

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- Every transit rider is also a pedestrian. Complete the pedestrian grid system. Too many roads/streets don't have sidewalks or trail so pedestrians are forced to walk in the travel way. Very unsafe and creates a disincentive to use public transit.
- Commuter rail from Eagle River and the Valley.
- Add HOV lanes.
- Expand width of sidewalks, especially in mid-town.
- Add separated sidewalks & pedestrian overpasses across major arterials.
- Expand New Seward Highway HOV.
- Don't place so much emphasis on widening roads.
- Model the impact of pricing on travel behavior and the supply of free parking as an incentive to drive single occupancy vehicles.
- Start charging a toll along the Glenn Highway.
- Express bus service from dense town centers to major employment centers and monorail/railroad stations.
- Monorail link between the university and the hospital, along 36th to midtown and then to downtown RR station via A/C couplet.
- Underground the connection between New Seward and Glenn Highway from McCarrey to 36th.
- Support a monorail system by increasing residential densities along 36th, Midtown and Downtown.
- High densities in commercial centers. Mixed-use development in midtown & downtown
- Reduce the requirement that developers must meet minimum # parking spaces.
- Move parking to the back of buildings and move building footprint towards the edge of the right of way.
- Don't be cautious with modeling land use/transit scenarios. Determine at what point concentrated development pricing strategies support ped/trail network and impact the demand for roads.
- Make grid more solid. Close gaps like median in front of East High during morning traffic jam, and limit access to main arterials.
- Bragaw and 36th solutions are contrary to university area master plan--how are two public processes merging?
- Complete Boniface to Birch.
- Connect Boniface south.
- Connect International to New Seward.
- Widen Lake Otis.
- Widen Old Seward.
- Widen 15th Ave.
- Glenn-Seward Highway connection.
- Bragaw - Abbott Loop Extension.
- Make or require developers to provide throughways or avoid dead ends, cul-de-sacs, etc., and to provide sidewalks.
- Complete the Grid: (1) connect 72nd from Lake Otis to Old Seward, (2) connect Raspberry from Minnesota to C Street; (3) connect 84th from Lake Otis to Abbott, and (4) connect Dowling from Abbott Loop to Minnesota. Most important is 72nd and Dowling.

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- Widen What We Have: (1) Arctic (Raspberry to Dimond), (2) Victor Road, (3) Dimond from Old Seward to Lake Otis, and (4) Old Seward from 76th to O'Malley. Most important: Dowling Road/Potter and C Street.
- Provide Major Cross Town Connections: (1) 72nd, (2) International, (3) Abbott (not Dimond), and (4) between O'Malley and Huffman. Most important is 72nd and International.
- Complete the Grid: (1) Abbott to Tudor/Muldoon Corner or to the Hillside Area below the ski slope--raised bridge through park, direct connection to flow traffic to the bases and the Glenn highway with no exit to park and bridges to let wildlife roam free; (2) Extend Abbott Loop to Dowling. Most important is a bridge to Wasilla and Tudor Bragaw connect to Hillside/Southside.
- Widen What We Have: (1) a road from Hillside wide to Campbell Creek Housing (wide) through the park.
- Provide Major Cross-Town Connections: (1) Bragaw to Abbott, (2) Tudor/Muldoon to Southside, (3) Make C and A Street nonstop with ramps.
- Provide Transit and Land Use Choices: (1) land from federal bases, (2) roads (no housing) in state parks. Most important: State parklands near edge of city and open bridge at Ft Richardson end near Eagle River to Wasilla.
- Bragaw extension is a major need. This is the most important aspect of any improvement. A lot of people stand to benefit from this connection and deserve this relief.

Meeting Notes



Subject	Alternatives Development Public Meeting #1		Sheet	1	of	4
Meeting Date	January 15, 2003 6:00 to 8:30 pm		Meeting Location	East High School		
Notes by	HDR Alaska					

Meeting Overview: This was the first in a series of meetings to develop and evaluate alternatives. Based on past input, common ideas emerged for solving current and future transportation problems. These ideas were combined into solution themes, which shaped a framework for analysis and transportation modeling. The information stations around the room highlighted these solution themes. Each solution theme included land-use changes and multi-modal components to improve all modes of travel (driving, busing, walking and biking). EAST developed and refined potential solutions based on meeting #1 input. At the Alternatives Development #2 public meeting (January 29, 2003, East High School, 6:00 p.m. to 8:30 pm), the refinements to the alternatives to carry forward into the evaluation phase will be presented.

Meeting Purpose: (1) To provide a foundation of information and introduce a list of solution themes for solving current and forecast (through 2023) transportation problems in greater East Anchorage; (2) to take public comment on the range of ideas represented; and (3) to take public comment on each theme's components (transit, pedestrian and bike, and land-use improvements) for use in further developing and refining these themes.

Meeting Format: Open House

- 6:00 doors open—8:30 meeting adjourns
- Participants were asked to please proceed through the information stations identified below:
 1. Background Information
 2. Future Conditions
 3. Solution Theme: Implement the Current Transportation Plan
 4. Solution Theme: Complete the Grid
 5. Solution Theme: Expand What We've Got
 6. Solution Theme: Provide Cross-Town Connections
 7. Solution Theme: Provide Land-Use and Transit Choices
 8. What's Next
- Participants were encouraged to share ideas with study team members at each station.
- Comment sheets were also provided at the stations.

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Summary of Comments Heard:

- Connecting grid would help local traffic, but it would have a limited impact on through-traffic congestion.
- Connect Abbott Loop to Bragaw.
- Connect Birch to Goldenview.
- Need north/south connector (couplet).
- A successful transit system requires convenient connections to residential areas. Cul-de-sacs and unconnected pedestrian corridors force the transit rider into circuitous travel. This is a disincentive to use public transit especially in the winter. Solution is a sidewalk and trail network that is comprehensive in nature. Also requires that adjacent property owners be made responsible for the sidewalks abutting their property lines (this is how most northern cities do it).
- Finish Elmore Rd & Abbott Loop.
- Grade separate intersection at Lake Otis & Tudor.
- Connect 36th all the way through.
- Neighborhoods should be connected but need multiple access and ways to slow traffic down.
- The Bragaw extension won't take any pressure off congestion – it doesn't help Tudor Road.
- Need a grade-separated road from Birch to Boniface (above or below park) is needed.
- The UAA area should be valued – the Bragaw (north) extension shouldn't be built unless there is a unique design that can preserve the integrity of the area (go under?).
- A lot of roads need to be connected (i.e. Bragaw extension).
- "Complete the road grid solution" is simply too simple. It looks good on paper, but does not take into consideration the impact on environment, existing neighborhoods, air quality, proactive future development planning.
- Complete the missing links in the trail network.
- Install more separated sidewalks in the community with room for snow removal.
- Build trail between Ship Creek and Chester Creek through Fairview and Russian Jack to create loops around dense areas of the city.
- Hand-drawn map showing suggested express bus, monorail and commuter rail provided.
- Underground the connection between New Seward and Glenn Highway with a tunnel from Bragaw to 36th.
- Totally support the East City Bypass in conjunction with South Bragaw extension.
- Maintain the integrity of the landscape.
- Insure a wide buffer to shield the expressway from close neighborhoods.
- Look into a raised expressway in the park & military land areas.
- The express bus service concept is excellent.
- Build a monorail connection between university/hospital along 36th to mid-town to downtown with express bus service to town centers. Link it with ARR commuter rail.
- Build a north/south trail connection between Chester Creek & Ship Creek through Fairview to create a trail/pedestrian beltway around the urban core of the city.
- Improve trail connections from the study area up into Chugach Park so that the vast acreage of the state park becomes within biking distance of the urban neighborhoods.
- Elevated intersections are needed.

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- East City Bypass is the solution. Needed to remedy the working public in the East to travel to the work centers in Midtown and the Airport.
- Glenn-Seward Highway with signalization eliminated. Off-ramps would allow fast inter-city travel.
- East City Bypass: this has potential for good relief of congestion.
- Macro-look: high speed north/south connections – anywhere. It's the single most important thing. Micro-look: Bragaw needed for connectivity.
- Adding more lanes will not improve circulation.
- Limit access if adding lanes.
- Connect Bragaw to Abbott Loop.
- Remove signals along New Seward to Glenn.
- Study should evaluate the impact of vertical improvements on the existing ROW i.e. a monorail system from UAA/hospital area along 36th to mid-town then north along A/C to downtown with linkages to Alaska Railroad multi-modal facility and commuter rail plus high-speed express bus service to town centers along dedicated HOV lanes during peak hours.
- Expansion would involve the destruction of existing structures & businesses.
- Improve walking between Old Seward & C to Fireweed & New Seward.
- Improve bike trails in commercial areas – University, Mid-town.
- New Seward between 36th & Huffman – extend the on & off ramp lane the whole way.
- Add more lanes along Muldoon & Tudor or make it a divided road.
- Overpass at Lake Otis & Tudor.
- 15th needs bus pullouts.
- More north south connections needed.
- Something needs to be done about Tudor.
- Change Tudor Road into a parkway/expressway.
- Promote flex working hours.
- Fill in the space along A/C Streets with a dedicated express bus lane and high frequency service until we get a monorail built.
- Regarding the “expand what we have” solution: more lanes just encourages more driving.
- Big fast roads are so dirty.
- Add lanes to: O'Malley from Old Seward to Birch, Huffman from Old Seward to Elmore, Old Seward from O'Malley to Rabbit Creek, DeArmoun from O'Malley to Elmore.
- Redevelopment is the answer.
- Boniface connection instead of Bragaw.
- Supports team's transit options.
- Strip malls that are not being used can be redeveloped. Boniface Mall, Dowling & Lake Otis.
- Need sidewalks to get to the bus.
- Narrow roads are not compatible with buses.
- Need indoor transit centers & shelter bus stops.
- Pedestrian amenities are not present in mid-town i.e. Seward & 36th. Although there are residential areas around employment areas, there are a lot of physical barriers preventing movement.
- More pedestrian-friendly stores would help a lot.

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- Airport Heights – problems with connectivity to the university area.
- More potential of high-density development across Tudor by University would be beneficial.
- Build the city and then roads come next.
- Incentives should be developed for the private sector to develop quality mixed-use construction in mid-town, downtown, Dimond/Old Seward, University/Hospital areas - Code changes, cost of capital, i.e. lower financing rates from AHFC.
- Must address the issue of density/design. Residents need to be educated about quality, attractive, high-density projects with open space and linkages to trails & pedestrian ways.
- Build transit friendly corridors along A/C corridor from downtown to South Anchorage, along 36th from Hospital/University to Mid-town.
- I like the Land Use and Transit Solution the best because of the broad view of the future look of the city. We need to encourage transit use and wise use of land. I would like to see more re-development of not-used or barely-used land already developed, such as Boniface Mall & Old Mall on Muldoon. Regarding transit: getting people safely to the bus stops should be the focus because it's a real problem.
- There is a problem with the disparity between alternative scenarios being modeled. The Transit development has a 5-year horizon, while the other scenarios have a 20-year time horizon. Solution – bulk up the type of transit solutions being modeled.
- Current approach to modeling land use changes does an injustice to the mixed-use concept outlined in principle in the comprehensive plan. The comp plan provides inadequate guidance and the consultant/staff have taken an overly conservative approach to modeling the general policy guidance of the comp plan. The solution would be an intermediate plan similar to the LRTP, transit dev plan, trails plan that would have as its primary focus the issue of land use i.e. mixed-use (residential in commercial), density and design (most residents are unfamiliar with quality high density development).
- Support for the town center concept but inadequate focus has been given to providing incentives for increases in residential units in the major employment centers.
- Regarding the “Implement the Current Transportation Plan” solution: this is not a solution yet because of the lack of outcomes on studies yet to be done on the environmental impact of traversing Campbell Creek north & South Fork wetlands. Critical salmon spawning grounds exist where the proposed road is shown. Very wet ground with frequent standing water exists there. Air quality conditions different from other parts of town exist there; low-lying land with mountains nearby enhance the concentration of truck and auto and bus exhaust fumes. No one has given the public any information on the cost estimates of building around wetlands of Campbell Creek near Lake Otis & Tudor and extending road to Abbott Road. Is the \$37 million going to cover it? No one has given the public information on what design the road would be: 2 lanes, 4, 6? Speed limit 35, 45, 55? A wide, dusty, high-speed road would have a huge impact on neighborhoods.

East Anchorage Study of Transportation Meeting Notes



Subject	EAST Listening Post Comments	Sheet	1	of	2
Project Number	07072-187-249	File Number			
Meeting Date	7/20/02	Meeting Location	See below		
Notes by	Carla SlatonBarker and Anne Brooks				

Three Listening Posts were held to record problems and ideas for solutions. No presentation was given, and study team members were on hand to discuss the project and to record comment. The meetings were advertised in the *Anchorage Daily News* and announced via e-mail to the community councils, the EAST mailing list, and the What's Up distribution list.

The Listening Post schedule was as follows:

Saturday, July 20	Saturday, July 20	Wednesday, July 24
9:30 a.m. – 12 noon	1 p.m. – 5 p.m.	5 p.m. – 7:30 p.m.
Northway Mall	Dimond Center	St Mary's
3101 Penland Parkway	800 E. Dimond Blvd.	Episcopal Church
		2222 E. Tudor Rd.

Less than five people attended each of the Saturday sessions, and between 15 and 20 people attended the Wednesday night session. Comments from these meetings are summarized below.

Fixes and Problems

Anchorage Resident:

- Connected bike trails are important
 - Problem getting from University to Muldoon – existing route is on sidewalk or streets
- Improved public transportation is important
 - Snow removal needed on sidewalks to provide access to Public Transportation
 - Route from University to downtown is really busy
- Biking in town is dangerous!
 - Driver and biker education is needed
 - Bike routes need to be carefully considered and an overall plan implemented

Anchorage Waterway Council:

- Bragaw Street extension may force further extension through UAA/APU. How far do we go with impacts to open space.
- Dowling upgrade to New Seward – could result in complete route to Minnesota. The impacts of entire route should be considered. This may be too great a trade off. People are considering things piece meal and therefore aren't considering the impacts of and to the whole.

Access Alaska:

- Make sure to look at public transportation – use feeder buses to larger fixed routes. Smaller buses fit better on streets and do door to door. This is needed for disabled travelers.

Anchorage Resident:

- Allow right turn onto Brayton from south end of Polaris lot. – Now people are doing an illegal U turn to go left on Dowling from the school—this is very dangerous.
- People in Anchorage think public transportation only for poor.

Anchorage Resident:

- Problem – people use roads that don't go directly to destination because they have no options.
 - Neighborhood roads lack connectivity
 - On Lake Otis/Tudor as a major arterial
- Make our four main roads limited access: Glenn Highway, Seward Highway, Port Access Road (Ingra/Gambell), International Airport Road. These roads should be controlled access with no stops.
 - Could have improved neighborhood connection with pedestrian over or underpasses.
 - More walkways needed in Fairview and Mountain View.
- Other Solution – Connect the grid
 - Cloverleaf in the city like at Tudor/Lake Otis not a good solution at arterials – put through traffic on controlled access freeways.

Anchorage Resident:

- Better Tudor/Lake Otis intersection may just move bottleneck somewhere else.
- Build more roads/bigger roads and you get more traffic
 - Find different solutions to problem
 - Need better bike trails and buses
 - Need as much money for transit and bike as roads
 - Expense of poor health from inactivity a cost
 - Sidewalks used for snow storage a problem
- People avoid Glenn/Ingra intersection and many intersections South on Gambell/Ingra; they go Muldoon/Tudor instead, the solution – Make a Glenn Highway/Seward Highway connection that has limited access.

Anchorage Waterway Council:

- Concern – regarding Bragaw extension – rearing area for silver salmon. Road on structure would be potential solution.
- Concern – regarding impacts to park and need for pedestrian access and wildlife corridors.
- Need to study freeway on Glenn/Seward to avoid need for Bragaw.
- Use Anchorage 2020 as guide.

Mix of Comments from Anchorage Residents:

- May need grade separated intersections like at Lake Otis and Tudor – however need to consider noise and visual impact to St. Mary's church.
- 100th and Victor has no stoplights. This is very unsafe. No one knows how to give proper cues when proceeding through the intersection or making turns.
- St. Mary's is the destination for 1600 person trips/day not including Sunday worship.
- Abbott Road traffic volume is very high during school days. Parents drop off kids at Service and travel west on Abbott.
- Abbott curve is very congested especially since construction of Fred Meyer.
- Abbott – Downtown 10-mi/45 min. commute – Cause – Lake Otis and Tudor.
- Bragaw Extension – would cause huge traffic increase on Abbott Road.
- Housing development has changed the water table and inundated some properties near Campbell Park. Won't a road in that area cause more damage?
- Traffic would use Seward/Glenn connection – freeway
- Knik Arm crossing – at Government Hill and Boniface

East Anchorage Study of Transportation Meeting Notes



Subject	Citizens' Working Group: Technical Findings and Recommendations Meeting		Sheet	1	of	5
Project Number	07072-187-249		File Number			
Meeting Date	May 27, 2003, 6:00 –9:30 pm		Meeting Location	HDR Alaska, Inc		
Notes by	Laurie Cummings and Carla SlatonBarker					

Meeting Purpose: (1) To share results of an evaluation of East Anchorage Study of Transportation (EAST) solution themes, (2) to present EAST study team recommendations, and (3) to discuss and take comments on the recommendations.

Meeting Format: (1) A presentation was given to report technical findings and recommendations, (2) a question and answer session was held to clarify any confusion regarding points made in the presentation, (3) attendees reviewed information at theme stations in an open-house format, and (4) the group reconvened to address additional questions and to discuss recommendations.

Summary of Comments and Questions:

What are the population assumptions?
The most recent ISER forecast.

In the Base Case Solution Theme, is the People Mover Route Restructure assumed?
Yes, it's included.

Does it assume hourly service and ½ hr peaks?
The model used the plan proposed by the People Mover Route Restructure.

Why did the study stop at this point in the process? Why aren't you re-modeling after this round of public comment?
Basically, the study is out of money, plus the LRTP process is underway and this work will naturally flow into that project.

What type of coordination occurred between this study and the University-Medical District Plan?
Both teams have coordinated. The U-Med plan did not include a connection through the university, and in support of that plan EAST did not recommend extension of Bragaw north (through the university). We tried for solutions that didn't become through routes, but instead improved access to the area.

How do we get our hands on the computer files used for modeling?
That request would need to go to the MOA or DOT&PF.

What was the basis for the origin and destination information? Did you ask people how/where they would prefer to travel versus what they are forced to do?

East Anchorage Study of Transportation Meeting Notes



Origin and destination information is based on a household travel survey completed by the MOA..

Can you discuss how you tested a Tudor and Lake Otis overpass and the results?

We modeled (1) Tudor Road double decked with an interchange at Lake Otis Parkway-Tudor Road intersection, and (2) a Tudor Road expressway with grade separation of the Lake Otis Parkway and Tudor Road intersection. These runs indicate that those improvements would draw a freeway level of demand. Unless a high capacity expressway or freeway were to be put in through Tudor's entire length, the demand would threaten to overload the facility. Putting in a grade separation would ease traffic flow, but modeling suggests that the interchange and Tudor Road would still suffer from congested conditions. The draw of traffic to Muldoon Road would cause traffic congestion there.

Can you clarify the difference between the Bragaw extension and the Abbott Loop extension?

EAST's nomenclature is to talk in terms of Bragaw extension south of Tudor Road (also known as the Abbott Loop extension) and Bragaw extension north (through the university area).

Impacts on air quality of a Bragaw extension should be considered. The area of Bragaw/Tudor is an area of low wind, cold temperatures, and high air-quality problems. The effect of hydrocarbons on fish fry in Campbell Creek should be studied.

What is the difference in capacity between Tudor as freeway vs. a Boniface/Dowling connection?

The group discussed average daily traffic as noted from modeling.

Where is traffic going/coming from? What are the biggest destinations?

A useful summary of this information is contained in an origin and destination analysis report available on the website. The group then discussed this information in more detail.

It's interesting to note that interchanges on Minnesota and the New Seward Highway don't line up. Why?

In many locations new interchanges on the New Seward Highway can't be built because they would be too close to existing ones.

What is the comparison of travel delay at Lake Otis and Tudor now vs. 2023?

We have travel delay reported per model run and not for a specific location.

Travel delay information is very useful—and a motivating factor.

What is the average daily traffic on Tudor with and without the Boniface-Dowling connection?

Review of ADT numbers from maps.

Is there a need to split traffic to Bragaw & Boniface?

Two intersections spread impact and get people closer to where they want to go.

East Anchorage Study of Transportation Meeting Notes



Why does the Boniface-Dowling alignment look squiggly adjacent to Tudor Road? Is this an attempt at traffic calming?

We didn't do a lot of work precisely locating the road. The alignment is from the public lands and institutions plan, and the squiggles represent following an alignment on PLI lands.

What would this expressway look like in the newly constructed area?

We are imagining little adjacent development and controlled access.

Did you model specific pieces or a whole system?

We modeled a whole system and changed pieces to test the effect of improvements on the whole system. We started with the base case, and then added/changed improvements. The entire network was run each time.

Did you model all the major cross-town connections together?

No, we did many runs to test different solution ideas. One solution with all those ideas together is not needed.

Another benefit of the Boniface-Dowling connection is that it would better connect and provide access for the State Troopers and the MOA police, who are located in that area.

Can you discuss the reasons for recommending Elmore Road? What would be the amount of traffic on that road extension that would be pulled from other places?

The model suggests that only about 5,000 trips would be attracted to that road, so it would help congestion only a little. The team recommended this extension for connectivity (emergency response and school access.)

Northeast Anchorage has been targeted for density increases disproportionate to the rest of the city. Residents in Northeast Anchorage would like to see lower density in the area. EAST should recommend the lower end of the comprehensive plan's density range.

Did you incorporate TDM strategies.

The current model does not incorporate TDM/TSM strategies, but the Long-Range Transportation Plan will further test the effect of TDM strategies.

What is the transit overlay to which you refer?

Transit overlays are detailed in the Alternatives Development and Evaluation Report. All alternatives assume the following: Anchorage 2020 goals, frequencies, routes; People Mover route restructuring plan; and Anchorage 2020 land use. Each alternative has other improvements designed around that solution theme—whether that is employment circulators, new routes, etc.

Can the transportation model adjust for inconsistencies with Anchorage 2020?

The model includes updated land use. Because the update to Title 21 isn't complete, we don't know what new densities/zoning overlays might be.

East Anchorage Study of Transportation Meeting Notes



Discussion of airport access and use of West Northern Lights as an access. People noted W. Northern Lights would not be the main access to the airport.

How much worse will congestion be without improvements to other modes?

We made generous assumptions for transit and land use improvements in all cases. If we don't implement improvements noted in the comprehensive plan (policy areas, transit frequency, etc) the picture will look much worse because we assumed these improvements would occur.

Transit targets should be related to rush hour and key destinations rather than overall increases in transit ridership area wide.

The recommendation to extend 36th Avenue to Baxter in the University area is splitting the University area community council. Impact to the residences, parks, neighborhoods in the area would be great. There are other hospitals—emergency vehicles don't need to go solely to Providence – the 36th extension pits one need against another. Another issue is that APU won't give away the land easily.

Discussion of effects of Bragaw extension north compared to 36th extension.

Bragaw extension tends to become a through route (more people on the road cutting through the area than using the road to access the hospitals and universities).

Stakeholders in the area don't want a new route to become a through route.

Concern was voiced about 36th becoming a through route.

The transportation benefit of 36th is because it is parallel to Tudor. Without a 36th extension, more trips would be on Tudor.

These new roads (36th or Bragaw north) would eliminate recreation opportunities and expansion possibilities for the university.

But if there is no new road (i.e. too difficult access in the future) then how do people get to the U-Med area and what's the long-term effect of that?

The route could have a gate, a pass system, or some other design to keep it from being a through route.

It was noted that it was important for the team to make clear that these recommendations do not represent any consensus of the Citizens' Working Group or of the communities.

Yes, that's right. These are the team's technical recommendations based on traffic. The full discussion of the pros and cons and tradeoffs between ideas will take place during the long-range-transportation plan update.

Why not run a new alignment by the Native hospital, on the south side of the lake?

Why not extend 36th clear to Pine Street?

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Which made the biggest difference: a Boniface-Dowling connection or a New Seward/Glenn highway connection?

The New Seward/Glenn Highway connection attracted the most trips.

Will the study recommend a priority among the number of projects recommended? It seems like improvements in areas with existing development should be the first priority because as time goes by construction/acquisition costs would go up as more and more development occurs in an area that may eventually have to be acquired.

No, prioritizing is usually not the norm at this point in the process.

Why are no interchanges included on the Boniface expressway?

This route is envisioned with few stop lights and minimal driveways but no interchanges.

What are the costs associated with alternatives, including utility relocation costs?

At this stage full costs haven't been determined.

Is the long-range transportation plan limited to EAST recommendations?

No, EAST is a major input but they could do something totally different.

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Subject	Citizens' Working Group Alternative Development #2 Meeting Notes		Sheet	1	of	6
Project Number	07072-187-249		File Number			
Meeting Date	January 27, 2003		Meeting Location	Alaska Pacific University		
Notes by	Carla SlatonBarker					

The following records questions and comments noted at the second and final alternatives development meeting of the Citizens' Working Group. Responses are noted in italics. The meeting had a large-group structure, with opportunities for providing comment following a presentation of each solution theme.

Complete the Network Solution Theme Presentation

Team Framework Question: Are there any further modifications needed to reflect your previous suggestions for completing the network?

Where is the Boniface connection?

In other themes.

What's the percent of outbound traffic to Wasilla in the evening?

The model will include this traffic.

What benefits will the model show?

Our ADT 2023 map shows congested areas. Our model run will show how well the grid connection improves trouble spots.

How will the model address your current origin and destination (O&D) data? Don't you have that?

The model will show origin and destination changes in context of changes to land-use, etc.

Can you isolate and do separate and different runs?

Yes, we'll be asking you for this input tonight.

But we don't know O&D information. We don't have that missing piece of needed information, do we?

The "hot spots" map just shows the existing street network with planned land-use/policy areas with the projected number of people and shows us future congested areas.

Do all transit improvements reflect rapid transit, as mentioned specifically on this map?

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Green lines on maps are limited-stop routes, pink are designated stops. For clarification, these improvements are in addition to People Mover's Route Restructure improvements, which are also included.

What is the increase in service anticipated? 2x? 3x?

The comprehensive plan targets a 200 percent increase.

Why isn't 20th Avenue on the maps?

Because of park and lake issues.

Why have you left in some connections that seem wild but left out other equally wild ideas?

We want your input on exactly that.

I'd like to see an express route from the Glenn to Downtown.

Anchorage Citizen Coalition (ACC) is frustrated that maps chop out C Street and that we don't have O&D data. ACC has on two new arterials on the table [68th and Dowling], but we can't see how this would work without O&D data.

MOA did an O&D study and we have incorporated that information. Suffice it to say that nothing earth shattering resulted. Travel moves according to land-use.

ACC suggests taking transit and pedestrians off the top as a matter of policy.

The model allows us to gauge this.

Doug VanEtten at another meeting asked for map that shows O&D data (see sketched example). It's important to note the difference between routes/direction of travel forced on people by the road system and people's desire for routes/travel.

I'm frustrated by the line on C Street. People are going from the hillside, and more attention needs to be placed on Dowling. Don't take Hillside traffic through northern areas when you could funnel it to the Seward Highway.

Where is Glenn-Seward connection?

That's coming in another theme.

Are you going to consider neighborhood impacts?

Yes.

Are these roads designed for neighborhoods or through traffic?

The difference in type of road should be noted on the maps.

Round Robin Reporting of most important new network connections to test:

Bragaw to Abbott Loop = 8

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Bragaw through UAA = 3
Avoid impacts on neighborhoods
E. 6th Avenue, Patterson, 20th (i.e. smaller connections)...= 2
Run Dowling-Lake Otis west to Raspberry = 1
68th to Raspberry
Add Express Bus: Eagle River to Downtown = 1
Dowling East to Abbott = 2
East of Muldoon (Ft. Rich Rd.) = 3
36th all the way to South Anchorage = 1
N/S arterial between Lake Otis and Seward = 1
Take 36th off the list = 1

Add More Lanes Solution Theme

Team Framework Question: Are any further modifications needed?

What's a que-jumper?

*A lane that lets the bus move around a que of cars waiting at a light.
It encourages use of the bus by giving it priority.*

Do widened roads include reversible lanes?

Not as designed—please suggest this.

Can you model reversible lanes?

Yes we could.

Tons of intersections don't have turn lanes. Could this be considered under a/this concept?

Yes.

What about restricting left-hand turns? Could this be a strategy? Neighborhoods don't like this—funnels into traffic.

Round Robin Recording of Priority

Glenn Highway – 4 to 6 lanes = 6
Debarr-15th Boniface to Gambell = 1
Northern Lights-Bragaw to Bragaw-Northern Lights = 1
36th = 1
Muldoon-Tudor = 10
Lake Otis (Northern Lights to 15th) = 1
Lake Otis (O'Malley to Debarr) = 1
New Seward = 7
Old Seward-Diamond-Abbott = 1

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Dowling in study area = 5

O'Malley-Old Seward = 0

Arctic Boulevard, south of Benson = 1

Boniface (even though not listed as hot spot)

Why aren't we trying to get Hillside traffic to the A/C couplet?

The model will take in to account all of Anchorage. Our improvements must be in east Anchorage.

How are we going to plug in improvements to east/west routes?

We can commit to modeling 68th and Dowling.

Tudor-Lake Otis intersection needs a green arrow, a free right northbound.

Won't more lanes bring more cars?

The model will show how many people jump to new, more advantageous roads.

Overpass at Lake Otis-Tudor-Would this eliminate problems?

Some themes will model an overpass to study the impact.

High-occupancy vehicle lanes don't seem to help most people. They end up as super highways for a few.

Land Use and Transit Solution Theme

How wide is a transit corridor?

Approximately 1/4 mile.

Do crosshatch lines represent density according to Anchorage 2020 guidelines?

- *Anchorage 2020 says 4500 to 6500 units*
- *We're going to limit it to the smallest amount allowed by the comprehensive plan. If you suppress growth in one area, though, you have to put it in another place.*

You're saying there's an increase in growth but you're using the low level noted in the comprehensive plan. I want to see you model to a level below what the comprehensive plan allows.

We can do that.

I'm opposed to the policies in the Anchorage 2020 comprehensive plan because density in Northeast Anchorage went higher than what Scenic Foothills area residents wanted.

We want to see density lower than noted in the comprehensive plan.

If you put increases in density in the brown corridors (transit corridors), you limit increases in red areas.

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How do you model desire for transit? You could make it great but folks don't use it. You should have a couple of levels – a range of bus ridership.

Anchorage has a goal of a 200% increase. We will identify those things needed to achieve this goal.

Are brown lines graphically proportionate if grid is 1 mile and corridors are ¼ mile? Where are the transit corridors? Are other transit corridors listed in 2020 missing?

We'll take a look at and adjust

How much does this target rush hour? Can you give us data on other hours?

Yes.

Team Framework Questions: Have we forgotten something or is there a mistake? Where do you want us to test moving employment/housing?

1. Off the map – more growth across Knik Arm and in Eagle River
CWG member response: The community already said no to that idea through the comprehensive plan.
EAST: We'll test that. If we're going to test population/density lower than what the comprehensive plan notes [which we said we would, see above], we should test this idea, too.
2. Population/density at levels lower than noted in comprehensive plan.
3. Make all areas grow equally – number of dwelling units should represent “wild growth”
We have a model run that looks at – the No Action Solution.
4. The transit corridor along Tudor Road seems to extend ¼ mile south of Tudor. – is this a mistake?
Yes, this is a map flaw
5. Will existing housing be ripped out and multi-unit dwellings put in?
Housing wouldn't be ripped out—the market would reshape development.
6. Model town center in the Muldoon area.
7. Holding density constant in northeast Anchorage (group consensus)
8. Model the ACC scenario submitted previously to DOT&PF. Highlights include:
 - No buildup of road system except add 68th and Dowling between Lake Otis and Raspberry

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- Hold neighborhoods to low densities
 - ½ population increases into the employment, town center, and transit corridor areas—one lot deep.
 - Reduce employment centers so they can become walkable and be served well by transit
 - Go to 65 dwelling/units per acre where needed to absorb population (think hot shot condos like at Park Place Condos)
 - Add transit routes.
9. Shrink width of transit corridors to 1 lot off the corridor.
10. Don't put in space for parking in new high-density areas – too many cars in system already poorly working.
11. Mixed commercial and residential zoning is needed.

Provide Major Cross Town Connections Solution Theme

Team Framework Question: Are there additions or changes?

- Would like Boniface and Dowling orange route separated at New Seward Highway.
- If we do it now in 2023, what would it look like 50 years out... in 50 years it won't be adequate and what do we do then?
- Does Abbott expressway go through University? Break this connection for modeling and analysis.
- Interchange at UAA drive is needed.

Round Robin Recording of Priority

Road Cross Town Connections

- Glenn/Seward Connection = 8
- City bypass blue = 9
- Boniface/Dowling expressway to airport = 5
- Lake Otis/Tudor grade – separate – Boniface to New Seward = 3
- Bragaw, Abbott Loop/Omalley (south piece) = 4
- Bragaw – whole thing = 1
- Extra Vote North through University = 4
- Add the 68th and Dowling connection—this is an important reality check to traffic movement within the study area

East Anchorage Study of Transportation Meeting Notes



Subject	Citizens' Working Group Alternative Development #1 Meeting Notes		Sheet	1	of	7
Project Number	07072-187-249		File Number			
Meeting Date	January 13, 2003		Meeting Location	Alaska Pacific University		
Notes by	Compilation of team notes at stations					

This meeting was the first in a series of meetings to develop and evaluate alternatives. The meeting purpose was (1) To provide a foundation of information and introduce a list of solution themes for solving current and forecast (through 2023) transportation problems in greater East Anchorage; (2) to engage in a dialogue about the range of ideas represented and each theme's components (road, transit, pedestrian and bike, and land-use improvements); and (3) to take comments for use in further developing these themes into alternatives.

The following records comments noted about each solution theme at small group workstations. Notations about "dots" refer to a voluntary exercise in which participants placed a green dot to show support and a red dot to register opposition. If no color is noted, the dot is green.

Solution Theme: Provide Land-Use and Transit Choices

High Density

- Mixed use in all cases
- Look at areas with low density acceptable for mixed use
- Downtown
- East Employment Area growth
- Mid-town
- North-West
- Higher Density to West and South
- Dimond Employment & transit
- South Anchorage Mixed development
- O'Malley & Seward
- Mixed Use Downtown
- Mixed Use Mid-town
- End of C Street
- South Anchorage, Southeast
- Ship Creek
- Northern Lights either end
- 3rd – Dimond , Lake Otis & C Street (2 dots)
- Downtown housing high rise (1 dot)
- West end of Dimond
- University Med Area (2 dots)
- Muldoon Town Center (2 dots)
- Airport East S & N

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- Box stores with residential on top
- Office on lower floors, living above
- South-West Anchorage

Transit

- Tudor Road Old Seward to Arctic
- C Street
- Major Corridors – frequent service & cross service
- Old Seward
- Northern Lights, university & mid-town & along Spenard
- Southern Lake Otis, Huffman
- 36th to Bragaw to Tudor
- Southern Lake Otis to Dowling
- C Street (2 dots)
- Lake Otis (2 dots)
- 36th
- Northern Lights
- Spenard
- Northern Lights (1 dot)
- Arctic (1 dot)
- Debarr (3 dots)
- Fireweed (2 dots)
- Dimond Blvd. (1 dot)
- Tudor Road to Bragaw (2 dots)

Pros

- Urban sense of space
- Fewer big roads
- Less disruption to the neighborhoods
- Higher frequency of transit
- Focus change to other areas
- Reduces emphasis on auto traffic. Increases transit
- Preserves sensitive areas
- Maintains wildlife areas, corridors
- Less reliance on single occupant vehicle
- More timed connections
- Developing downtown
- Reduces urban sprawl
- Developing something in existence
- Town center development needs to be something that would not distract from downtown
- Concentrate residential to employment

Cons

- Too many people

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- High density does not fit the Anchorage life style
- New development in Town Center could kill downtown
- Citizens may or may not like low density
- Major change very long term results
- Tough to get through politically
- Higher cost homes would be devastated
- High density is beginning to look like a slum
- Change of thinking and living areas
- Incompatibility with existing uses
- Noise along major transit/auto corridors
- Pollution
- Tudor is not a desirable road to develop
- Extensive redevelopment

Solution Theme: Provide Major Cross-Town Connections

Locations

- Lake Otis & Tudor Overpass
- Boniface – Dowling expressway (2 green dots, 1 red dot)
- Extend Bragaw North of Tudor to Glenn Highway as an expressway (2 green dots, 1 red dot)
- East City Bypass (1 green dot, 3 red dots)
- New Seward/Glenn Highway interchange (2 green dots)
- Extend Abbott to New Seward (3 green dots)
- Extend Boniface to Abbott (1 green dot, 2 red dots)
- Make the Glenn Highway a 2 way separated highway (3rd & commercial would be the other lane) (1 green dot, 3 red dots)
- Boniface – Dowling expressway (3 green dots)
- Boniface – Dowling expressway with an alternate route to avoid park (1 green dot)
- East City Bypass (3 green dots, 4 red dots)
- Turn all of Glenn Highway into a Freeway (2 green dots)
- Glenn/New Seward Interchange (2 green dots)
- Turn New Seward north of 36th into a freeway (2 green dots)
- O'Malley – Abbott
- Lake Otis – Tudor interchange (1 green dot)
- Overpass at 88th & New Seward (1 green dot)
- New Seward to Muldoon via Tudor (1 red dot)
- Expressway on Abbot Loop south to New Seward (5 red dots)
- O'Malley/Abbott Loop Expressway (8 red dots)
- Glenn/Seward (1 green dot, 1 red dot)
- Tudor Expressway (1 green dot, 2 red dots)
- Dowling expressway, from Lake Otis west (1 green dot, 1 red dot)
- Improve trail network (non car movement), sidewalks, separate people from cars, lighting on an pedestrian scale, links between residential sub-divisions and bike/pedestrian/trail infrastructure (6 green dots)

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- Improve bus routes & connections with frequent express service between universities, downtown, and 36th & C (3 green dots)
- Commuter rail

Pros

- Seward/Glenn Highway – joins 2 existing highways, improve traffic flow
- East City Bypass – improve traffic flow, eliminates cut through traffic
- Glenn 2 way separated – uses existing
- In new areas, prefer freeways
- Glenn/New Seward – high destinations
- Healthier people (bike/ski/walk)
- Better quality of life
- Helps city image – trail friendly
-

Cons

- Bragaw – divides universities
- East City Bypass – very expensive, would disrupt sensitive areas, city division, disrupt wildlife movement
- Seward/Glenn – disrupt business & housing
- Loss of part of Bicentennial Park
- Loss of open space
- Gets you where you don't want to go (for example, the East City Bypass helps you get to Eagle River but not downtown)
- Bypassing businesses
- East City bypass may lead to new development
- O'Malley/Abbott Loop expressway would cut through university
- Loss of open space & habitat, reducing quality of life
- Road connections are costly

Solution Theme: Expand What We've Got

Locations

- Seward Highway: Rabbit Creek to Downtown (8 lanes) (4 green dots)
- Glenn: create through route (6 lanes) (3 green dots)
- Tudor: New Seward to Muldoon (6 lanes) (2 green dots)
- Abbott: Hillside to New Seward (5 lanes) (3 red dots)
- Old Seward: N to S (4 lanes & turn lanes) (2 green dots)
- Boniface: Glenn to South of Tudor (6 lanes) (2 green dots)
- Transit Centers: university medical area, mid-town/library (2 green dots)
- Underground connection between Glenn Highway & new Seward (3 green dots, 1 red dot)
- Eastern side of Debarr (1 green dot, 2 red dots)
- New Seward – HOV lane (3 green dots, 2 red dots)
- New Seward – 6 lanes (2 green dots, 1 red dot)

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- Tudor road (6 lanes) (2 red dots)
- Tram system (1 red dot)
- Elevated monorail (36th to mid-town) (3 green dots. 1 red dot)
- Expanded ride share (1 green dot)
- Expand pm routes (2 green dots)
- Expand UAA Drive & Providence (4 red dots)
- Tudor Road (6 lanes) (4 green dots)
- Glenn Highway (6 lanes) (3 green dots)
- Lake Otis (add 1 lane each direction) (3 red dots)
- Seward Highway (8 lanes)
- Muldoon (6 lanes) (1 green dot)
- Expand trail system (connect) (2 green dots)
- Adding HOV/bus lanes
- Expanding pm – add transit center (Muldoon or Tudor) (1 green dot)
- Grade separated interchange at
 - Lake Otis & Tudor
- Bragaw & Glenn Highway

Pros

- Seward Highway expansion doesn't affect "new" land (anything with right of way)
- Focuses traffic on main streets
- Safety – more consistent (number of lanes)
- Improved/reduced travel time
- Allows HOV lanes
- Clear indication of pm express routes
- Expand transit – reduce congestion & pkg demand & pollution
- Improves transportation from the NE quadrant to downtown & mid-town (expanding Debarr) roads or transit
- HOV lanes encourage carpooling and bus (pm) use
- Greater capacity without impacting "new" (different) neighborhoods
- Expanded lanes – better air quality (more efficient)
- Faster inter-regional travel
- No new roads through parks
- Less "new" OEM costs
- Take down pole signs
- Expanding pm – less cars on road
- Glenn Highway – decreases traffic through Boniface to Seward Highway
- Keeps traffic moving
- Less travel time
- Reduced pollution

Cons

- Giving up "pet projects"
- Conflicts with businesses/residential

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- Avoids other potential imp. (i.e. more roads)
- More difficult to navigate
- Can concentrate problem
- Further fragmentation of Fairview (15th to 6th)
- Less safe for bikes/pedestrians (wider roads to cross)
- Reduces open space (same grade)
- Concentrates air pollution/noise
- Some might have more damage from earthquakes
- Encourages single use of vehicles
- Need additional funding
- Acquiring property/right of way
- Expanding Lake Otis impacts neighborhoods
- Expensive to expand Tudor & others
- Reduces open space
- Unsafe for pedestrians/bikes (wider roads)
- Building barriers in our community
- Wider road mean faster speeds – bypass businesses
- Expansion (big roads) is ugly

Solution Theme: Complete the Grid

Locations

- City
- International Airport connect to New Seward Highway
- Don't connect grid at all
- Chugach Foothills to Muldoon Rd. unimpeded
- N/S between Old Seward Highway/Lake Otis Parkway
- Huffman to Hillside
- Bragaw extension (southern)
- 48th (Bragaw to Boniface)
- Bragaw through universities
- Abbott extension went to Old Seward
- Extend Dowling to Abbott
- Elmore to Rabbit Creek

Other Comments

- The way these grid extensions are done is very important.
- Model high-speed corridors, look at their impact on the grid, add grid connections, remodel, etc.
- Look at the Glenn Highway/Seward Highway freeway first and then look at adding grid connections.
- Make Boniface a true parkway.
- Extend Boniface south to line up with 46th? And then across east/west to Bragaw extended.

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- Don't like through streets because they become speedways--we need to show how the neighborhood street could work so that it becomes a good route for the neighborhood but not an attractive route for through traffic – show what is happening in other cities with traffic calming/traffic circles/roundabouts, etc.
- Need route to get to Goldenvue by extending Huffman or Birch on the hillside area. It is currently a long difficult route to get kids to school--for personal vehicles and buses.
- Bainbridge would be controversial because of neighborhood impacts. Huffman would be controversial for neighborhoods.
- Abbott Loop/Bragaw important to get to north Anchorage. No need to go through university.
- Take Dowling to Bragaw.
- For trail connections -- Tudor to Service---not just a trail but ideally need a loop. Extend Coastal Trail to Birch Road.
- Extend Independence Drive to O'Malley--this would solve the difficulty getting from Vanguard to west Anchorage, which currently requires driving Dimond or cutting through neighborhoods.

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Subject	Citizen's Working Group Meeting			Sheet	1	of	3
Meeting Date	June 24, 2002			Meeting Location	APU Campus		
Notes by	Kathy Burgess, Anne Brooks, and Amy Karn						
Attendees	Approximately 28 people						
Topics Discussed	Transportation Problems and Fixes						

Meeting Purpose:

(1) To provide an overview of the East Anchorage Study of Transportation, (2) to welcome participants to the Citizen's Working Group and explain the role of the group, (3) to solicit input from the group on general goals for improving transportation in greater East Anchorage and on specific transportation-related problems and needs; and (4) to record that information for use in the study.

Agenda:

- A. At 6:30 P.M., the meeting opened with a welcome and agenda overview by Dave Hanson. Dave Hanson then led the group through a personal reflection exercise focusing on what the group members valued most about Anchorage and their top goals for improving transportation in Anchorage.
- B. At approximately 6:45 P.M., group members introduced themselves and their interests.
- C. John McPherson continued with a presentation that included a study overview and process, the role of the Citizen's Working Group, the background report findings, and questions.
- D. After the presentation at 7:10, there was a question and answer session available to help group members better understand the meeting tonight and their role in it. Questions are noted below in *italics*. Responses follow.

Is the study about existing conditions and where we want to go? Is it based on population projections and trade offs necessary to accommodate projected populations. What is the context?
John McPherson of HDR Alaska replied that the forecast report will predict future traffic volumes and residential locations and densities. He requested that for tonight's purposed people should focus on experiences with current problems with local traffic issues.

Describe the transportation plan for 2020.

John McPherson of HDR Alaska responded that EAST's recommendations will be consistent with Anchorage 2020.

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Is there a similar process like this planned/in progress for West Anchorage?

John McPherson of HDR Alaska replied that the results from this study will be used in the Long Range Transportation Plan. All of this information will be available for any studies in West Anchorage.

What about trip origin and destination? Are we looking at the through area, or just at people who stop here?

John McPherson noted that through traffic through the study area will be studied. He pointed out that there are some common trips made in the Anchorage Bowl that affect the study area.

1. People who begin within the study area and then go out of the area,
2. Those who start in the study area and remain in the area
3. Those who begin out of the study area and travel into it and stay there.

Tonight we are solely focused on the action within the study area.

Are there any built constraints? For example, the blue on the land use map implies off limit lands such as military bases, the state park, etc.

John McPherson responded that for tonight's exercise there are no limits on ideas.

- E. The meeting took a short break.
- F. At approximately 7:30, brainstorming sessions began. The Working Group was divided into 5 groups and asked in 3 different sessions to brainstorm 3 different topics. A facilitator led each group. Dave Hanson facilitated the group sessions. The topics were as follows:
 1. Motor vehicle movement problems and fixes
 2. Public transportation problems and fixes
 3. Pedestrian and bicyclist problems and fixes
- G. At the end of each session, the groups voted and prioritized the problems and fixes that they felt were the most important.
- H. At approximately 9:00, each group leader gave short report regarding each discussion area.
- I. At approximately 9:25, Dave Hanson gave concluding remarks and closing comments.
- J. The meeting was adjourned at 9:30.

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Subject	Agency Working Group: Technical Findings and Recommendations Meeting		Sheet	1	of	3
Project Number	07072-187-249		File Number			
Meeting Date	May 27, 2003 1:00 to 3:30 pm		Meeting Location	HDR Alaska, Inc		
Notes by	Laurie Cummings and Carla SlatonBarker					

Meeting Purpose: (1) To share results of an evaluation of East Anchorage Study of Transportation (EAST) solution themes, (2) to present EAST study team recommendations, and (3) to discuss and take comments on the recommendations.

Meeting Format: (1) A presentation was given to report technical findings and recommendations, (2) a question and answer session was held to clarify any confusion regarding points made in the presentation, (3) attendees reviewed information at theme stations in an open-house format, and (4) the group reconvened to address additional questions and to discuss recommendations.

Summary of Comments and Questions:

How did the solution themes develop?

Based on input from experts and Anchorage residents, common ideas emerged for solving current and future transportation problems. These ideas were combined into solution themes, which shaped a framework for analysis and transportation modeling.

Your presentation noted different types of roads. What is an arterial, collector, etc. ?

An arterial is a road designed to move large volumes of traffic and goods, generally from one part of the community to another to connect major employment and activity centers to large residential areas. A bypass is designed to go around existing development and could be a freeway or expressway. A collector carries traffic between local streets and arterials, or from local street to local street. An expressway is a road with full or partial control of access with limited access via at-grade or grade-separated intersections whose function is to carry through-traffic at somewhat slower speeds than a freeway. A freeway is a limited access, high-speed road with grade-separated interchanges whose function is to carry traffic. A local street provides access to adjacent properties.

What New Seward Highway road projects are included in your recommendations?

We're recommending the New Seward Highway Major Investment Study preferred alternative.

Who will prioritize the projects/recommendations?

EAST is not a decisional document — no new projects or policies will result directly from this study. The Long Range Transportation Plan (LRTP) update (scheduled to occur during 2003/2004) will establish Anchorage's future transportation policies and projects. Part of the LRTP work will be to revisit EAST findings and recommendations and engage the community in a

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discussion about the balancing of community values and the costs and tradeoffs associated with transportation system improvements. The LRTP is being completed by the MOA, and its consultant is CH2MHILL. The LRTP will need to be adopted by AMATS.

AMATS is not required to adopt EAST recommendations?

No. EAST is simply a study and not a decisional document.

Does the University-Medical District plan include EAST recommendations (i.e. 36th Avenue extension and the general recommendation for an additional route into the area)?

The draft plan doesn't include Bragaw or the 36th extension, but it does assume Boniface, Dowling, and Abbott Loop improvements.

EAST analysis indicates there is demand and need for more access to the area. The team tried to meet demand without making a new route a through- route or worsening congestion at other access points.

Would you please clarify if you are recommending either Bragaw through the university area or a 36th extension or are you recommending both. Also doesn't either have potential to be a through route?

EAST is recommending one or the other. The model runs suggest that Bragaw would have more potential to be used as a through route (which is inconsistent with the U-Med plan. Also, design features on a 36th alignment (a gate, pass-card system) could help internal traffic and keep the route from being a through route.

Discussion of level of service and level of service goals in LRTP.

Discussion of grade separation and model runs that tested effect of overpasses, etc.

Discussion of Bragaw extension south: Existing utilities are in right of way. Can you put in an expressway without moving existing ROW?

We didn't do a location study; this would be completed during an environmental process.

What is next.

EAST ends and the LRTP begins.

Importance of trail design was noted. The need for safe pedestrian crossings was also noted, especially given that pedestrians must cross streets to reach a bus stop. The need for pedestrian refuges in the medians was noted.

What about high-occupancy vehicle lanes?

If additional lanes are added, those lanes could be used for high-occupancy vehicles. The LRTP will further test such TDM/TSM strategies.

Discussion of Abbott Loop extension. It was noted that agency representatives need time to look at the information to be able to "buy in" to the need to construct Bragaw south and the Boniface-Dowling expressway. The report wasn't available prior to the meeting, and agencies noted that this makes the conversation more difficult. Information is needed comparing the impacts of Tudor Road improvements

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to Boniface/Dowling and Bragaw south extensions. Some agencies noted that permitting in the Boniface-Dowling area would be difficult. Alternate ideas offered included a parallel road offset from Tudor, more lanes on Tudor Road, and a freeway on Tudor Road. Even though most of these ideas were modeled, the group said it needed more time to look at and consider the information.

How did you calculate the impacts associated with model runs as noted on the display maps?

These are just planning level impacts, and the LRTP will show more, but still at a planning level.

It would be helpful to have more information like (1) not just the number of stream crossings, but the number of existing and new crossings, (2) not just the acres of classes of wetlands impacted, but where wetlands are split, (3) induced development and the status of adjacent land.

Why Boniface-Dowling Road instead of Boniface-Raspberry?

Reasons included the following: east of the New Seward Highway, 68th is residential, and west of the New Seward Highway Dowling is commercial; there is a current investment on Dowling; Raspberry/ Dowling is currently in the LRTP; locations of new interchanges on the New Seward Highway is limited by existing interchanges; and the model suggests that the farther north, the more desirable the route.

What's the recommendation for Lake Otis and E. Northern Lights?

EAST's recommendation supports the current LRTP recommendation: widening on both, one lane in each direction.

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Subject	East Anchorage Study of Transportation: Agency Working Group Meeting,		Sheet	1	of	13
Project Number	07072-187-249	File Number				
Meeting Date	July 17, 2002	Meeting Location	HDR Alaska			
Notes by	Amy Karn/Carla SlatonBarker	Office				

Attendees				
<p>James Armstrong (AMATS), Hank Baij (US Army Corps of Engineers), Anne Brooks (Brooks and Associates), Bridget Bushue (Anchorage Fire Department), Heather Dean (Environmental Protection Agency, Office of Water), Maureen deZeeuw (US Fish and Wildlife Service), Vince Huntington (Providence Alaska Medical Center), Amy Karn (HDR), Brian Lance (National Marine Fisheries Service), John McPherson (HDR), Roberta Piper (Anchorage Water and Wastewater Utility), Julio Ramirez (Anchorage Water and Wastewater Utility), Linda Schwald (Anchorage School District), Stewart Seaberg (Alaska Department of Fish and Game), Carla SlatonBarker (HDR), Bob Sloan (Alaska Department of Transportation and Public Facilities), Michael Tullius (Chugach Electric), Lance Wilbur (Municipality of Anchorage), Robert Wilson (Alaska Native Medical Center).</p>				

Meeting Purpose

(1) To provide an overview of the East Anchorage Study of Transportation; (2) to welcome participants to the Agency Working Group and explain the role of the group; (3) to solicit input from the group on problems related to the transportation network in greater East Anchorage, with a focus on how these problems affect each agency's or organization's ability to provide its service or achieve its mission; (4) to solicit ideas about solutions for the transportation problems in Anchorage that reflect each organization's mission or service; and (5) to record that information for use in the study.

AGENDA

- I. Carla SlatonBarker of HDR Alaska opened the meeting at 2:10 P.M. with an agenda overview and introductions.
- II. At 2:15, the group performed an exercise called "Your Mission and Relationship to the Transportation System". The purpose of the exercise was for each agency to share their mission and how it relates to transportation in Anchorage. From this, uses that conflict and/or compliment each other were identified. The results are as follows:

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- A. Robert Wilson, P.E., from the Alaska Native Medical Center (ANMC) noted:
 - 1. The mission of the ANMC is to provide health care to its patients and to serve as a Level II trauma center.
 - 2. The elements of the transportation system and surrounding environment that are most important to the ANMC are the People Mover bus system, the road and street network, parking facilities, and trails. They are trying to stress employee car or van pooling.
 - 3. ANMC's relationship to the transportation network is that they are a user of the transportation network.
- B. Michael Tullius of Chugach Electric noted:
 - 1. The mission of Chugach Electric is to provide reliable power to their customers at a reasonable cost.
 - 2. The elements of the transportation system and surrounding environment that are most important to Chugach Electric are the rights of way (ROWs) that are used to reach customers and to maintain facilities. ROWs are also used to install facilities (either overhead or underground) to reach customers. Employees (400+) also use the transportation network to travel between home and work.
 - 3. Chugach Electric is a user of the transportation network.
- C. Julio Ramirez of Anchorage Water/Wastewater Utility (AWWU) noted:
 - 1. The mission of AWWU is to provide customers with water and wastewater services at a reasonable cost and to provide a high quality of service.
 - 2. The elements of the transportation system and surrounding environment that are most important to AWWU are the maintenance of utilities. Most of the existing utilities are underground. Existing and future utilities must be considered when planning or constructing transportation systems.
 - 3. AWWU's relationship to the transportation network is mostly regulatory. The utility system is, in most cases, impacted by new development.
- D. Roberta Piper, also from AWWU reiterated Julio's comments:
 - 1. The mission of AWWU is to provide water and the collection of wastewater within the Municipality of Anchorage.
 - 2. The elements of the transportation system and surrounding environment that are most important to AWWU are easements. She noted that ROWs are the main corridors for AWWU facilities (pipes, reservoirs, booster stations, etc.). The location of pavement, trails, vegetation, planters, etc. impact AWWU's ability to place and maintain their facilities. The placement of roads and scheduling of construction of those roads should be accomplished in concert with utility work.
 - 3. The relationship of AWWU to the transportation network is very closely related since they both share the same corridors.
- E. Brian Lance of the National Marine Fisheries Service (NMFS) noted:

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1. The mission of the NMFS is the protection of NMFS forest resources (in this case, anadromous fish) and essential fish habitat.
 2. The elements of the transportation system and surrounding environment that are most important to NMFS are stream crossings and fish passing issues, i.e., culverts and bridges, as well as water quality (nonpoint source pollution from runoff and sedimentation).
 3. NMFS's relationship to the transportation network is mostly regulatory. They provide resource agency project review, and comment on Corp permits as they affect NMFS trust resources.
- F. Linda Schwald of the Anchorage School District (ASD) Transportation department notes:
1. The mission of the ASD is to transport school aged children to and from school.
 2. The elements of the transportation system and surrounding environment that are most important to the ASD are efficient roads and intersections to safely transport students in a timely manner.
 3. The ASD is a user of the transportation network. School buses use all of the roads in the Anchorage Bowl to transport students to and from school daily.
- G. Heather Dean from the Environmental Protection Agency (EPA), Office of Water noted:
1. The mission of the EPA is to restore and maintain chemical/physical/biological integrity of the nation's waters.
 2. The elements of the transportation system and surrounding network that are most important to the EPA are wetlands and streams, and other waters and crossings, encroachments and pollution thereof.
 3. The EPA's relationship to the transportation network is regulatory, via the Clean Water Act and NEPA (National Environmental Policy Act).
- H. Hank Baij from the Army Corps of Engineers (COE) noted:
1. The mission of the COE is to regulate construction activities in waters of the U.S. under the Clean Water Act, which generally protects important aquatic resources while providing for the development of them as well.
 2. The elements of the transportation system and surrounding environment that are most important to the COE are to make public decisions regarding necessary transportation for the community while balancing aquatic resource protection.
 3. The COE is a regulatory agency requiring construction permits for the network development where any waters or wetlands are involved.
- I. Stewart Seaberg from the Alaska Department of Fish and Game (ADF&G) noted:
1. The mission of the ADF&G is to protect and preserve the fish and wildlife resources of the State of Alaska.

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2. The elements of the transportation system and surrounding environment that are most important to the ADF&G is the impact of the transportation system on fish, wildlife, and habitat resources.
 3. The ADF&G is a regulatory agency. They provide technical assistance to transportation developers.
- J. Bridget Bushue, Deputy Chief of Fire Prevention noted:
1. The mission of the City Fire Department is rapid intervention by emergency response personnel to reduce death/injury/property loss due to trauma/fire/natural disaster and/or catastrophic event.
 2. The elements of the transportation system and surrounding environment that are most important to the city's emergency services are accessibility for apparatus to, from, and during an event; roadway surface, visibility and identification of roadways, during all weather conditions.
 3. Emergency services are regulatory via the Uniform Fire Code (width, grade, height, turnarounds, water supply). The fire department is also a user of the system for both emergent and non-emergent responses.
- III. At 2:35 P.M. Carla SlatonBarker of HDR Alaska began a presentation over viewing the East Anchorage Study of Transportation. The presentation included an overview of the study, the process, and agency working group roles.
- A. Roberta Piper asked about the timeline for the study.
1. Carla replied that the anticipated end date for the study is the end of 2002.
- IV. At 2:43 John McPherson of HDR Alaska began a presentation describing the background report.
- A. John's presentation consisted of an overview of Anchorage land use, housing density, roads, average daily traffic, intersection traffic volume, public transportation, transit ridership, the pedestrian system and emergency response time.
- B. Linda Schwald from the ASD clarified a question posed from the group about numbers of school children transported by bus. She noted that over 20,000 students are transported by bus.
- V. At this point, the discussion was opened for questions. Questions asked are presented below in italics. The replies follow.

How does this East Anchorage study mesh with West Anchorage?

John McPherson of HDR Alaska replied that this study focuses on all of East Anchorage and how to move people within and through this area. (He also clarified that EAST is not just about the Bragaw Street Extension.) He noted that the study is using/considering data covering the entire Anchorage Bowl, but he noted that this study will not directly focus on west Anchorage. The data and conclusions gathered from the study will be available to policy and decision makers for future use, specifically in the development of the long-range transportation plan.

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Lance Wilbur from the MOA added that this study came up because of transportation problems in east Anchorage. He noted that the east side is getting a closer look because of new development in east Anchorage. Also, the Long Range Transportation Plan (LRTP) makes assumptions for the entire bowl, and EAST will provide valuable information to that process. He noted a similar study will be undertaken for the west side of town.

Are trails included in this plan?

Yes, but the purpose of trails in this study is transportation needs. Recreational trail systems, therefore, are not a focus unless they are incorporated into a transportation network or show a need for commuters.

Do you have seasonal data or data from different times of day for this study? In the summers we have tourists and rush hour and larger emergencies all impact the transportation in Anchorage.

John McPherson of HDR Alaska replied that the background information includes most of this data sorted by time of day. Problems occur primarily during rush hour peak times (before and after work).

It was noted that the Alaska Railroad is not shown anywhere in the study, yet they have some major plans coming up that should be considered in this study.

- VI. At 3:07, Carla SlatonBarker of HDR Alaska conducted a brainstorming session to determine the transportation-related problems in greater east Anchorage that affect each agency's mission. The results are below. Flip chart notes recorded during the discussion are included in Section IX of these meeting notes.
- A. Robert Wilson, P.E. from the ANMC noted the following problems with the greater east Anchorage transportation system:
1. People traveling through Anchorage or to and from work need to go through the People Mover transit station and change buses two or three times to get from their origin to their destination.
 2. There are too few choices in north-south and east-west routes to move through Anchorage.
 3. There is a lack of a truck route/highway bypass from the Glenn Highway to the Seward Highway south.
- B. Michael Tillius from Chugach Electric noted these three top problems with the east Anchorage transportation system:
1. The need for the Bragaw Street extension to connect to Dowling and Abbot Roads.
 2. The need for the Elmore Street connection between Huffman, DeArmoun, and Rabbit Creek Roads.
 3. The need for the International Airport/Seward Highway interchange.

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- C. Julio Ramirez of AWWU noted the following problems with the east Anchorage transportation system:
1. Concerns coordinating the Water and Wastewater Master Plan with transportation developments.
 2. Expanding commercial areas to the east and providing major arterials to the east.
 3. Pressure zones vs. triggering future developments in any particular area of east Anchorage.
- D. Roberta Piper of AWWU noted the following:
1. AWWU facilities are generally in easements and ROWs. The concurrent location of pavement vs. curbing, planters, etc. makes a great difference to AWWU in terms of facility maintenance.
 2. Scheduling of projects – the ability to do concurrent work.
 3. Review cycles for studies and designs.
 4. Changes in topography over our facilities.

At this point, Anne Brooks asked Roberta a question about AWWU facilities and how road design affects their maintenance.

Roberta Piper replied that AWWU needs to be taken into consideration when planning for road changes or design/redesign (ex. 15th Ave. looks great, but the placement of various elements such as planters makes it difficult to access underground utilities and infrastructure for servicing and maintenance).

Cul-de-sacs also pose a few issues for AWWU. Generally, a cul-de-sac will have a dead end or loop pipe. Often with a dead end pipe, residents of that street will experience dirty water because the flow through the pipe is not constant. Because of this, loop pipes are preferred over dead-end pipes. These two pipe systems also make it difficult to connect to other systems in the area.

- E. Brian Lance of NMFS identified these problems with the east Anchorage transportation system:
1. Stream crossings as they relate to fish passage (blocked, undersized, perched culverts).
 2. Stream crossings as they relate to nonpoint source pollution from runoff on streets and parking lots (e.g. oil, gas, etc.) and effects on juvenile fish (coho salmon)
 3. Stream crossings as they relate to sedimentation problems associated with construction activities. Construction activities that alter stream channels.
- F. Maureen deZeeuw from the USFWS identified these three problems:
1. Wildlife requires habitat connectivity between our large parks without large, dangerous crossings.
 2. Wildlife (birds, small and large mammals, and fish) depends on greenbelt/creek continuity without large, dangerous crossings.
 3. Wetland fills that degrades/destroys habitats.

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- G. Vince Huntington from the Providence Alaska Medical Center noted these problems with the east Anchorage transportation system:
1. Automobile traffic congestion coming and going to the university/ medical district.
 2. Availability of alternative routes when roads are closed or restricted by maintenance, construction, or other emergencies.
 3. Cut through traffic in adjacent residential neighborhoods where there are no sidewalks, but have high pedestrian traffic; cut through traffic on PAMC and UAA campus that endangers pedestrians and are disruptive to campus environments and pedestrian crossings.
- H. Linda Schwald from the ASD Transportation department addressed these areas as problems with the east Anchorage transportation system:
1. Traffic back up, especially at rush hour. Lake Otis and Tudor intersection. From Baxter Road to Old Seward Highway traffic backs up stoplight to stop light all day, especially during rush hour.
 2. No north-south or east-west movement without using the Lake Otis and Tudor Road intersection (i.e. Hillside, or south Anchorage).
 3. No other access alternatives if intersection is blocked. This causes extra time and mileage without north-south access.
- I. Heather Dean from the EPA Office of Water noted these problems:
1. Continued building of new systems destroys/fragments and/or degrades diminishing natural resources (e.g., habitat) and functions (e.g., water quality, flood control).
 2. Improper construction and/or inadequate maintenance of systems further degrade same (e.g., water quality, fish passage, maintenance of hydrology).
 3. Infrastructure development induces industrial/commercial/residential development of adjacent/accessible parcels and adds to cumulative impacts.
- J. Hank Baij from the COE recognized these as issues with the east Anchorage transportation system:
1. Military bases: traffic and security. Public access problems.
 2. General travel times, particularly during peak traffic usage; traffic patterns and design; stop lights.
 3. Road design: Pile supported roads vs. ground fill. Proper stream crossings for environmental concerns. Drainage. Cumulative impacts. Snow dumps – water quality impacts.
- K. Stewart Seaberg from the ADF&G noted these problems with the east Anchorage transportation system:
1. Improper culverts block fish passages, which have serious impacts to anadromous fish.
 2. Transportation corridors result in fragmentation of habitats as well as secondary impacts from subdivision development.

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3. Transportation corridors can create safety issues (i.e., moose collisions).
- L. Bridget Bushue, Deputy Chief of Fire Prevention noted these problems with the east Anchorage transportation system:
 1. Rush hour congestion: Examples: Tudor/Lake Otis, 36th/ Lake Otis, Tudor & New/Old Seward, Dimond Blvd., many more. So much congestion vehicles CAN'T yield to emergency vehicles – gridlocked.
 2. No good east/west access corridor. Only New/Old Seward for north/south access. When a major accident occurs on either, gridlock occurs on the other.
 3. No designated truck routes, hazardous materials routes. Increases traffic congestion.
 4. All major medical centers and the University are within one major area of congestion.
- VII. At 3:45 Carla SlatonBarker of HDR Alaska conducted a second brainstorming session. This one was used to suggest solutions to the problems noted previously that would assist each agency in solving their problems.
 - A. Robert Wilson, P.E. from the ANMC suggested these solutions:
 1. Extend Bragaw Street on the north and south ends to provide more north-south route choices.
 2. If possible, construct a truck route/highway bypass from the Glenn Highway to the Seward Highway south.
 3. Expansion/extension of People Mover bus routes with distributed transit stations.
 4. Snow plowing the sidewalks during the winter. Remove snow berms to allow wintertime sidewalk use.
 - B. Michael Tillius of Chugach Electric suggested these fixes:
 1. Complete the Bragaw Street extension.
 2. Complete the Elmore extension from Huffman to Rabbit Creek Road.
 3. Complete the International Airport Road/Seward Highway interchange.
 - C. Julio Ramirez of AWWU noted these solutions:
 1. Consider the Water and Wastewater Master Plan as part of the transportation planning process.
 2. Provide workspace around utilities for utility maintenance and upgrades.
 3. Anticipate growth in the utilities as the demand for services increases.
 - D. Roberta Piper from AWWU added an additional suggestion to Julio's above:
 1. Well-coordinated project scheduling (timing) and designs.
 - E. Brian Lance of the NMFS suggested these solutions:
 1. Fish passage problems: replace problem culverts with a new culvert or bridge. For stream crossings, bridge when possible.

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2. Nonpoint source pollution: divert water through ditching and through bio-swales before entering streams to remove pollutants and decrease sedimentation from runoff.
 3. Use Best Management Practices (BMPs) during construction. Bridge when possible rather than using culverts. If culverts are used, use a bottomless arch and be sure the size is adequate for the stream. Consult with hydrologist/fish biologist. Fit structures to the stream – not vice-versa – attempt to not re-channelize the stream.
- F. Maureen deZeeuw from the USFWS suggested the following solutions:
1. Elevate the Glenn and Seward Highways, and possibly other internal streets, to make a true freeway crossing for Anchorage. This is overdue and if we don't do this type of "redevelopment," we will continue to get sprawl (e.g., we are in danger of eventually facing construction of an east Anchorage bypass east of Muldoon, which would be devastating to our wildlife population).
 2. Consider/discuss an elevated Bragaw Street extension. This would provide for a fast moving commute and avoid the danger of getting secondary development off of a road on the ground. Wouldn't be a perfect solution for fish and wildlife (and we believe that more roads only mean more traffic because people make more trips!) This doesn't really solve anything, as many studies show, but this is a possible compromise. **However** we would be opposed to this if it facilitated construction of a bypass!
 3. Of course increased public transit opportunities and better connected trail systems would be more desirable than freeways, but I'm trying to present new ideas as well.
 4. Need good, coordinated planning among the MOA, DOT&PF, utilities, F&W resource agencies, etc. to ensure that roads are carefully constructed by taking into account primary wildlife movement (songbirds, raptors, other land birds, shorebirds, foxes, lynx, weasels, mink, moose, etc. and anadromous fish) and crossings. Road may be designed differently (design features, landscaping, etc.) in these areas, maybe signage too, etc.
 5. Other creative engineering solutions for **redevelopment** of current major roads besides elevation, like tunnels, frontage roads, one-way streets, or one-way times of day, etc.
- G. Vince Huntington from PAMC gave these suggestions:
1. Improved pedestrian crossings and better design of existing sidewalks so they can be maintained in the winter.
 2. Development of alternative routes into the UMED area. Would prefer lower speed, campus types of roads with good complimentary pedestrian and bike routes.

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3. Look at perimeter parking areas with a small local shuttle system that would run through the UMED area, connecting the hospitals (API, PAMC, ANMC), UAA, and APU, etc.
- H. Linda Schwald from the ASD Transportation department offered these fixes:
 1. Re: Tudor and Lake Otis – Bragaw extension would help eliminate this problem (Boniface extension?).
 2. Adding additional or directional lanes in some areas.
- I. Heather Dean from the EPA Office of Water suggested these fixes:
 1. Increase the efficiency of existing system/uses (e.g., incentives/more opportunity for carpooling/vanpooling, bike commuting, park and ride, public transportation, HOV lanes/roads, roundabouts, making Lake Otis and Tudor limited access roads, etc.
 2. Decentralizing and/or relocating services/facilities such as school/People Mover bus barns, APD, CEA, as well as commercial centers (i.e., the Town Center concept).
 3. Incorporating measures to minimize secondary impacts (e.g., water quality treatment, maintenance of hydrology, etc.) and/or avoid impacts (e.g., bridging instead of culverts) and **maintaining them.**
- J. Hank Baij from the COE offered these fixes and solutions:
 1. Improve existing transportation corridors before constructing new facilities. Alternative transportation methods.
 2. Design and build for people's safety, aesthetics, and fish and wildlife habitat.
 3. Construct the Bragaw Street extension with pile supports and other low-environmental impact design and methods or don't build it at all.
- K. Steward Seaberg from the ADF&G suggested these solutions:
 1. Pursue public transportation options/alternatives.
 2. Design and build infrastructure to mitigate or avoid impacts to fish and wildlife habitats. Plan funding accordingly to include these designs.
 3. Treat storm water runoff with settling basins before discharge into streams.
- L. Bridget Bushue, Deputy Chief of Fire Prevention added these solutions:
 1. Synchronize major traffic corridors during rush hours. Ex: Tudor is a primary route - have all traffic on Tudor as a priority over other designated intersecting routes.
 2. Designate major arterials as primary travel directions (Tudor all one way eastbound at certain hours; Northern Lights - all one way westbound during those same hours).
 3. Designate truck routes - restrict hours that large trucks can be on primary corridors. Ex: keep them off of Tudor during rush hour.
 4. Establish bus lanes.

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At this point, there was a question asked about whether anyone has discussed double decking of roads in Anchorage?

The team responded that the idea has been mentioned at previous meetings and work groups.

VIII. At 4:30 P.M., Carla SlatonBarker of HDR Alaska gave some closing remarks, and adjourned the meeting.

Notes recorded on flip charts during the discussion section of the meeting are reproduced below.

Problems:

- Road design—elevate versus fill, proper crossing design for waterways
- Roads crossing streams destroy habitat—especially culvert crossings
- Loss, fragmentation, degradation of natural function of natural systems—Anchorage Bowl wide, all existing streams are impaired.
- Tudor/Lake Otis—congestion and the road width make it very difficult for emergency vehicles to get through
- No good east/west corridor—if you have an incident on the New Seward Highway it impairs north/south traffic and emergency response.
- Gridlock at Lake Otis and Tudor and on Seward Highway from 36th to Northern Lights and there is no room in this area for vehicles to move out of an emergency vehicle's way.
- The Anchorage School District's bus barn is located at Tudor and Bragaw so they have to traverse the Lake Otis/Tudor intersection with a majority of their buses causing extra time, money and gridlock.
- Auto traffic to and from the University/Medical District along Tudor causes cut-through traffic in residential area along 42nd Avenue, the campus, and effects pedestrian traffic
- EPA noted that stream crossings, culverts (perched, blocked, bad design), and sedimentation during construction are a problem with the road network. (ADF&G echoed these comments)
- There are long-range restoration plans for Ship Creek, Chester Creek, Campbell Creek and a recent interagency meeting indicated DOT&PF was going to identify the problem areas.
- Few east/west and north/south choices.
- Location of current People Mover transit centers cause people to go out of their way before reaching their destination.
- Need more development like the Anchorage 2020 recommended transit centers to encourage more walking trips.
- Lack of continuity of trails system
- Alternative routes –trails to get folks off the roads
- Poor maintenance of sidewalks and trails in the winter
- Lack of alternative routes—isolates medical facilities—we need to find ways to create redundancy of access to major facilities.

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- Induced development created by infrastructure (i.e., once the road is constructed it draws additional development)
- Unsafe city for pedestrians—poor facility, poor connectivity
- Snow dumps—damage water quality, debris is not cleaned up. It taxes streams with runoff.
- Need a truck route by-pass of Anchorage
- Dowling/Bragaw/Abbott connection for Chugach Electric Utility corridor
- Elmore from Huffman to Rabbit Creek would provide a good connection for a road and utility corridor
- Dowling Road Project—help with utility corridors
- Water Master Plan—identifies new develops/source of water, existing facilities, evaluate existing facilities—use as a guide when roads are upgraded to also upgrade the buried utilities.
- Anchorage wildlife (all—birds, moose, fish bears, etc., everything) depend on the continuity of the “natural systems”—greenbelts and creeks and between large parks, wetlands fill and runoff from road construction and maintenance compromise the natural systems

SOLUTIONS OR FIXES

- Elevate a Glenn Highway/Seward Highway connection internally (to the city)—it would give people an alternate through route, stave off the idea of a bypass which is a bigger threat to wildlife, a true freeway, above the city in the commercial/industrial areas.
- Bragaw compromise—elevated to impact fish and wildlife less but could make people reopen by-pass dialog.
- Better design to consider maintenance and rehabilitation issues
- Bragaw Extension to connect Abbot (allows utilities to serve south Anchorage better)
- International Airport Road/New Seward Highway interchange
- North South Freeway
- Expand and extend the public transportation routes
- Extend Bragaw—more north/south routes
- Better snow removal of sidewalks and trails
- Elevated routes to protect habitat using existing road/development footprint, etc., avoid sensitive habitat
- Find ways to make existing system more efficient—incentives for carpool/vanpool
- Creating limited access routes, roundabouts
- Midtown/Downtown sections of Seward Highway
- Decentralize/Relocate existing facilities—like the ASD Bus barn, transit center
- Incorporate best management practices for new construction and maintenance/rehabilitation of existing facilities.
- New infrastructure must be designed and constructed and maintained to protect habitat
- Improve storm water infrastructure by incorporating the latest technology

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- Improve existing system first before building something new like the Bragaw Extension—studies must demonstrate that the project is needed.
- Consider light rail—electric vehicles
- Air pollution –we haven’t discussed this but we need to protect our air quality

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Subject	Brown Bag Luncheon – Emergency Services		Sheet	1	of	4
Project Number	07072-187-249		File Number			
Meeting Date	September 25, 2002		Meeting Location	Boniface Center		
Notes by	Kathy Burgess & Anne Brooks, Brooks & Associates		Office			
Attendees	John Kiewik, Anchorage Fire Dept. Deputy Chief		Lt. Carolyn Stevens Anchorage Police Department			
Carla SlatonBarker, HDR	John McPherson, HDR		Kathy Burgess, Brooks & Associates		Anne Brooks, Brooks and Associates	
Refer to sign in sheet for all other attendees						
Topics Discussed			Action/Notes			

Meeting Topic: Emergency Services Transportation

Guest speakers were John Kiewik, Deputy Chief of the Anchorage Fire Department and Lieutenant Carolyn Stevens of the Anchorage Police Department.

During the meeting speakers and attendees referred to the following large-scale maps reproduced from the EAST background report: Fire Department Service Areas, Medical Land Use, Estimated Emergency Vehicle Response Times from Fire Stations, and Emergency Vehicle Response Times.

Lt. Stevens outlined the main problems police patrols encounter in East Anchorage.

- Narrow arterials. Lake Otis Parkway north of Northern Lights Boulevard is the worst. The road narrows to two lanes and during busy times of the day becomes impassible to emergency vehicles. This is of more than ordinary importance because it affects access to the hospital on Debarr Road.
- The road system has missing connections that cause emergency vehicles to take a long route and lengthen response times. There are no east-west arterials north of Debarr Road and no north-south arterials above Baxter/Beaver Roads. The upper Hillside area is the worst for lack of through arterials. This could be helped by putting Bragaw Road and Campbell Airstrip Road through to the Hillside.
- Clogged intersections are choke points that slow or block the travel of emergency vehicles. The worst are Lake Otis Parkway and Tudor Road, as well as Debarr Road /15th Avenue at Lake Otis Parkway.
- Police vehicles have an especially difficult time making their way through traffic, as the officer/driver is alone without a navigator to help find the route.

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John Kiewik spoke about problems the Fire Service has with East Anchorage's transportation system.

- The Anchorage Fire Department follows national standards for response times. The goal is 4 minutes travel time from fire station to destination. For medical calls, the Basic Life Support call goal is 4 minutes; Advanced Life Support call goal is under 8 minutes.
- Fire stations are strategically placed to achieve those response times all over the city. The Department uses specialized software to model fire station locations and resulting response times.
- Lack of connectivity of the road system causes problems for fire department response. Fire vehicles travel on arterials as much as possible and only use a neighborhood street when it is the sole route to a destination.
- The Fire Department experiences choke point problems similar to those of the police.
- There is the beginning of an Emergency Preemption System (EPS) in place, which turns traffic lights green for emergency vehicles. At present only a small handful of intersections have the system implemented, but the goal is to eventually have all 250 signalized intersections on the system. Most of the hardware is in place in the vehicles and signal appliances; further implementation is on hold for lack of funding for municipal personnel to maintain the system.
- The Fire Department struggles to maintain national standard response times as the number of vehicles on the road and the resulting congestion increase. Adding more fire stations is too expensive to be the only solution.
- The Fire Department makes 35,000 individual unit responses per year to 20,000 single incidents. Tudor Road seems to be some kind of a demarcation line—there are more incidents to the north of it than to the south.
- The Fire Department helped develop the city's traffic calming protocols. Some traffic calming measures can interfere with response times. The Fire Department test drives or simulates access for all traffic calming schemes.
 - Vacated right-of-way and dead end roads are really troublesome. There are only three ways into northern Mountain View, and the situation is similar in Fairview.
 - Gates are an obstacle to emergency response. They are not designed to be breakaway. It would be desirable to have an Opticon receiver (similar to traffic light system) to unlock gates in advance of a vehicle's approach. Width of gates can be a problem, too.

The following is a summary of the discussion that followed. Questions and comments of the attendees are given in *italics*. Responses of Mr. Kiewik and Lt. Stevens are in plain type.

Have you been involved in the Lake Otis-Northern Lights project? Not yet.

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In some of the condominium developments there is a number for the entire building and letters for the individual units, making it hard to find specific locations within them. Are you able to reject inadequate development plans such as these?

There are very minimal requirements for condo developments. We require a visible address on units. We do our own Fire Department maps for the dispatch computer to make sure we can find any location.

Is traffic signal control and coordination included in the EAST study?

(Answered by EAST project team members) We can probably do a better job of signal timing. Part of the problem is that there is little coordination in the mixture of city and state ownership of Anchorage's streets.

Some intersections could be better controlled, for instance Benson Boulevard and Latouche Avenue.

(Answered by EAST project team members) I think they are trying to give priority to Benson and Northern Lights traffic. This does seem to generate a large amount of red-light-running, though. The traffic engineers may also be trying to discourage people from using Latouche for short cuts through neighborhoods.

I live on the Hillside and find that there are lots of ways in and out.

Still, Goldenvue Drive and Campbell Airstrip Road are some of the longest cul de sacs in the world. Yes, there is some connectivity, but it's not great.

Another problem of many Hillside areas is that there is wildfire fuel right up to the roadway that could cause obstruction to evacuation and firefighting access. We are studying where to clear roadsides to try to best improve this situation.

Topography of the Hillside also causes problems. Rabbit Creek forms a canyon with little north-south access, which can present problems in inclement weather and, of course, in case of wildfire.

How is Anchorage doing at achieving response times at the national standard?

We do pretty well. We are up to time standards for 70% of code red calls. In order to improve, we are looking at building new fire stations for the Arctic corridor, DeArmoun, and at Abbott Loop & 68th.

The EAST study is currently moving into the development of alternatives phase. Could you draw on a map for us the transportation links that are the most critical from the emergency services' point of view? Certainly.

I have heard that bus pullouts are useful to police patrols as well as the buses. Could you explain? We try to plan traffic stops to minimize obstruction of the road. Bus

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pullouts are good for this as well as for temporary storage of disabled vehicles. Bus pullouts are really needed on Muldoon Road.

Bus pullouts are a bit of a tradeoff. They make it easier and safer for passengers to get on and off and to wait away from speeding vehicles, but bus travel time is slowed by the bus having to wait to pull back into the traffic stream.

The East 42nd Street and Lake Otis Parkway intersection has a high accident rate, due partly to buses stopping on the narrow road. We need a pullout there.

Please explain again for me why the EPS system isn't online for all the city's traffic lights. The Municipality's Traffic Engineering Department hasn't had budget for a new employee since 1983. However, the number of traffic signals has increased since that time, and there just aren't enough maintenance personnel to keep up a larger EPS system. Installation is a big part of it, but all new signal equipment has the capacity for the system and all new vehicles have the transmitter installed. Maintenance is necessary for the system to be reliable. Right now the system is operational at five intersections in Anchorage. There are no problems with arctic conditions, by the way. Fairbanks has had the system for 25 years.

If you had \$40 million to improve transportation for the emergency services, would you pick building the Bragaw extension or implementing a full EPS system?

I'd use \$1.5 million to install the necessary EPS hardware and set up an endowment to pay maintenance workers and use the rest to construct the extension.

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Subject	Brown Bag Luncheon – Interpreting Anchorage 2020		Sheet	1	of	2
Project Number	07072-187-249		File Number			
Meeting Date	September 18, 2002		Meeting Location	Boniface Center		
Notes by	Kathy Burgess & Anne Brooks, Brooks & Associates		Office			
Attendees	Jon Spring, MOA AMATS Transportation Planning	Tom Nelson, MOA Physical Planning Manager	Bob Sloan, DOT&PF			
Carla SlatonBarker, HDR	John McPherson, HDR	Kathy Burgess, Brooks & Associates	Anne Brooks, Brooks & Associates			
Refer to sign in sheet for all other attendees						
Topics Discussed	Action/Notes					

Meeting Topic: Interpreting Anchorage 2020 Comprehensive Plan

Guest speakers were John Spring, Senior Transportation Planner for the Municipality of Anchorage and Tom Nelson, the Municipality's Physical Planning Manager.

Mr. Spring gave a presentation explaining how the Anchorage 2020 comprehensive plan goals are being interpreted in the Municipality's transportation projection model—what assumptions are being made. He presented an overview of a report that should be available in mid-October 2002. The figures he presented depicted the various traffic analysis zones (TAZs) within the model. Each TAZ contributes to trips or is an attraction for trips in the model. As the EAST study develops alternatives, the model runs will quantify future traffic conditions based on the land use defined in the comprehensive plan and interpreted by Jon's group.

The following is a summary of the discussion during and after Mr. Spring's presentation. Questions and comments of the attendees are given in *italics*. Responses of Mr. Spring and Mr. Nelson are in plain type.

How many of the 100,000 additional Anchorage residents in 2023 will be office workers? What is driving the 100,000-person increase in population you discuss? The figures were generated by the Institute of Social and Economic Research (ISER) at the University of Alaska. They look at current and projected employment, population growth and develop several scenarios. The increase we are using is based on their projections.

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I believe we have a zoning classification of RO, Residential and Office. Couldn't we encourage more of this classification to allow housing near employment?

It could be a way to go if the midtown plan adopts it, but I'm not sure that policy will be made, so we can't assume it.

We have more commercial-zoned land than we have demand for. We are trying to develop a large residential component to some of these areas. We've experienced the same problems as other cities, but not on the same scale—the central core becomes abandoned, becomes a high-crime problem area.

Residences in business areas will add to their attractiveness as living areas.

What tools are there besides zoning to encourage the changes identified in the Anchorage 2020 comprehensive plan?

Zoning is the main one. We are engaged in redoing the municipal land use code (Title 21) to help with this. We have hired a consultant that is working now to improve Title 21. Zoning regulations that we have now vary widely. Some are contrary to and some support comprehensive plan objectives.

Transportation policy is important also. Economic incentives could be employed but we don't have the appropriate statutes in place. This is new to elected officials here. People view tax relief as a subsidy, but it also can be an investment. We would have to be judicious and careful with any economic incentives.

I was raised in Portland, Oregon, and I think it is a desirable place to live because it is low-density. I'm against densification because it brings social problems.

Density doesn't cause social problems. Crime is a result of abandonment. The suburban lifestyle is desirable for many people, but we must also be concerned with the areas left behind. There are now problems in some cities with abandoned inner suburbs. This is a waste of resources.

Density is not a four-letter word. The problem is design and we need to come up with better design standards and a range of housing choices. At the town center design charrette we heard from people living in the Hillside who realized that as they get older they will want to get away from house maintenance work and expense and complete dependence on automobile transportation. They are hoping that senior housing will be a component of the town center developments.

Our next step is to take the assumptions to the Planning and Zoning Committee in a work session on October 14, 2002 at the Loussac Library. The public is welcome to attend.

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Subject	Brown Bag Luncheon – Bikes, Peds and Trails		Sheet	1	of	6
Project Number	07072-187-249		File Number			
Meeting Date	August 28, 2002		Meeting Location	MOA Permit and Development Center Training Room		
Notes by	Kathy Burgess & Anne Brooks, Brooks & Associates		Office			
Attendees	Laurie Kozisek, P.E.		Mike Mitchell, Trails and Greenways Coalition	Bob Sloan, DOT&PF		
Carla SlatonBarker, HDR	John McPherson, HDR		Kathy Burgess, Brooks & Associates	Anne Brooks, Brooks and Associates		
Refer to sign in sheet for all other attendees						
Topics Discussed			Action/Notes			

Meeting Topic: Bikes, Pedestrians and Trails

John McPherson, HDR Alaska project manager, was the first speaker. He reviewed relevant maps and information from the study's Background Report. Points covered included the following:

- Sidewalks are much more plentiful in the older, grid-patterned parts of Anchorage. They are fewer in number in the newer subdivisions and totally absent from some areas including parts of the Hillside (see the Background Report page 25 for details).
- Bicycle and pedestrian accidents occur most frequently on arterial and collector roads (see the Background Report page 41 for details).
- Several factors affect the pedestrian environment. These are barriers, topography, sidewalk maintenance, building setback, and connectivity (see the Background Report pages 39-40 for details).
- Overall, older neighborhoods have fewer barriers and inhibitors to pedestrian travel.

Carla SlatonBarker, HDR Alaska public involvement team, announced the upcoming release of the next two major study documents: (1) Problems and Needs and (2) Goals and Objectives. Both are draft documents, and public comment will be received through the month of September. She summarized comment themes relevant to pedestrians and bicyclists from the Problems and Needs document. These comment themes include:

- There are important missing links in the trails and paths system.
- There are conflicting opinions about whether bike paths should be in the roadway or separated from the road.

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- Personal safety is a concern of pedestrians. Good lighting and separation of walkways from vehicles make pedestrians feel safer.
- Trail maps of the city are needed.
- Land use creates design barriers to pedestrian travel.
- Poor winter maintenance inhibits pedestrian use of existing walks and paths.
- There is a lack of funding for work, which would make pedestrian/bike travel better and safer.

Some solutions to pedestrian and bike transportation problems heard so far from the public are:

- Better funding for pedestrian/bike facilities.
- More and better links in the existing system.
- Requiring that sidewalks be built in new subdivisions.
- Grade separation of pedestrian and vehicle travel.
- More on-road bike lanes.
- Promote pedestrian and bike travel through land use decisions.
- Build amenities such as covered walkways, lights.
- Increased maintenance of pedestrian/bike paths, especially prompt snow removal in winter.
- Public education campaigns to promote the benefits of walking.

She noted that these are some of the ideas heard to date, and she encouraged people to review the documents and provide more feedback.

Anne Brooks, public involvement team member, presented some statistics from her research into pedestrian and bicycle issues:

- Why promote safe walking paths?

Health—obesity, diabetes

Surface Transportation Policy Project (STPP)– 1974 – 25% of adults overweight,

<10% trips made on foot

STPP – 1996 – 35% of adults overweight, just over 5% trips made on foot

In Alaska, 35.15% of the population is overweight (1997-1998)

Safety

STPP – in 1997 & 1998, 13% of all traffic fatalities were pedestrians (10,700 people)

In Alaska, according to STPP, 12.33% of all traffic deaths were pedestrians, 27.78% were children

Nationwide –according the *Mean Streets 2000* published by the Surface Transportation Policy Project the Fatality Rate per 100 Million Miles Traveled:

Driving: 1.4

Flying: 0.2

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Walking: 49.9

- How is Alaska (and Anchorage) doing?
Funding for pedestrian projects for 1997-1998
We are doing better, STPP reports that in 1990 and 1991 only 1.92% of transportation funding was going to alternative modes. This increased to 8.31% in 1998 and 1999 a whopping 333.55% change.
- Nationwide and Local Advocacy for Pedestrians and Bicyclists
National Congress of Pedestrian Advocates – 2nd Annual Conference this year
- In Anchorage – Alaska SAFE KIDS Coalition
Supported by SAFE KIDS Coalition
State of Alaska Public Health
Municipality of Anchorage
Alaska Injury Prevention Center
Mat-Su Borough Government
- How do we make changes to our pedestrian facilities?
 - Input ideas into studies like EAST
 - Keep an eye on all phases of project development
 - Keep an eye on all types of projects – subdivision design, street design and reconstruction, safety projects, trails, zoning variances,

The next speaker was Laurie Kozisek, P.E., MOA Project Management and Engineering and member of the Public Rights-of-Way Advisory Committee (PROWAAC) working on Americans with Disability Act issues locally. Laurie spoke about some pedestrian issues connected with her work on the Access Board's guidelines for pedestrian facilities.

- The 1990 Americans with Disabilities Act (ADA) is a civil rights law that states that public facilities must be useable to all of the public.
- 20% of the population at any one time is disabled; 80% of the population will at some point in their lives be considered disabled.
- Some disabilities are invisible (such as epilepsy) yet affect mobility by disqualifying people from driving.
- Poor vision, hearing, stamina, and cognitive disabilities also must be considered in facility design.
- When finalized, the guidelines set by the Access Board will eventually be enforced by the Justice Department.
- The ADA applies to the public right-of-way for
 - New construction
 - Repairs to access already created

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- Alterations to previously existing facilities (as much as possible)
 - Program access
- Some of the new guidelines make unpopular or expensive requirements:
 - Pedestrian over crossings may need elevators.
 - “Braille for feet” is needed at curb cuts to signal the roadway edge to the blind.
 - Roundabouts are deadly for blind and low vision pedestrians.
 - Pedestrian crossing signals need to be replaced with click sounds in push buttons and other sound cues about location and crossing time.
 - Construction barriers need to be sturdier and designed for detection by the visually impaired.
- There are trails guidelines, although it is acknowledged that not all trails can be 100% accessible everywhere.
- What the public can do to help is work to get more sidewalks and pedestrian pathways; they are needed more by the disabled than by the general population.
- More information is available at <http://www.access-board.gov/>

Mike Mitchell of the Trails and Greenways Coalition (TGC) spoke about pedestrian and bike issues.

- TGC advocates for pedestrian and bike trails on the right of way as well as off-street.
- The general population needs to realize that walking is a mode of transport.
- There are important health benefits from walking and bicycling.
- There are economic benefits from increased walking and biking—less congestion, less road maintenance, less road construction.
- When transportation construction projects are proposed, the maps should be overlaid with maps of pedestrian factors such as those displayed here today.
- If it is pleasant and safe and doable people will bike and walk.

The following is a summary of the general discussion. Questions and comments from attendees are given in *italics*. Responses from team members and speakers are shown in plain type.

Do the ADA guidelines mean that a subdivision with no sidewalks is non-compliant? Our city standard for new subdivisions includes sidewalks. However, there are many areas around town that were built after the old grid system but before the new standards. At the time they were laid out sidewalks were not required.

Will the “Braille for feet” bumps go all the way across the curb cut ramps? They would be difficult and dangerous for walkers with mobility challenges, especially with winter ice and snow. There is conflict between the needs of the visually impaired and the

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mobility impaired. This resulted in the compromise of having a 2-foot strip of the bumps rather than complete coverage or none at all.

We have serious connectivity issues in my part of town near the Tudor-Muldoon curve. Also, having a bike lane on only one side of the road forces bike riders to travel against vehicle traffic, which is difficult and very dangerous.

The building of transportation projects recommended by the EAST study should include a feedback system so that the experience of the earlier ones will improve the later ones.

This neighborhood concept you talk about isn't very visible in Anchorage. It isn't now, but the 2020 Comprehensive Plan aims the city in that direction.

Some of the areas shown on the maps as not walkable will never be so because of land slopes, high winds, etc. We're not trying to make all areas of the city equally walkable, but we do want to improve and increase our pedestrian potential.

Bicycling is both a form of transportation and a recreational pastime. The two forms don't necessarily have the same requirements. Bike commuters like fast, direct bike lanes that are located in the roadway. For recreation people like separated bike paths and ones that meander through parks, etc. Arterial roadways and paths alongside are the focus of this study. Maybe we need to develop a citywide sidewalk plan.

We find other conflicts between non-vehicle modes of transportation. For instance, snow removal for winter walkers conflicts with skiing on the trails.

Packing the snow works for both skiers and walkers. There are compromises.

I try to bike around the city for work. There are some really difficult areas to get through. The University area is one, but perhaps the worst is trying to get through South Anchorage on a bike in order to ride out of town to the south.

How do schools fit into the walkability picture? Our previous Brown Bag meeting was all about school busing and walking. The transportation department of the school district works with the municipality's relevant departments for school walkability, but there still are barriers that require students to ride buses. These barriers cost local taxpayers money because though all busing required by distance is reimbursed by the state, transportation on hazardous walking routes is paid from local taxes.

It is difficult to commute on bikes or skis over long distances in the city. The long trail systems are mainly for recreational use and they don't go from where people live to where they might work.

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There's just no safe way to get from home to work except by car. For me personally, the Glenn Highway is a barrier. The sidewalks just are not there.

Another safety factor in bike or pedestrian travel is that car drivers are just not attuned to alternative users of the street. They need to see us, to expect us, to think of us as just smaller vehicles that have the use of the street along with the cars and trucks.

In 1991 the Assembly allowed bicycle commuters to use the roadway if they follow the same rules as those for cars.

Apart from the politically controversial question of whether a road for motor vehicles should go through the Campbell Tract, can you look at putting a non-motorized hard-surface trail link through? The present one is boggy and impassable much of the time.

We want to go micro to keep people off the arterials and use local routes for local transport. It would be good to look at pedestrian conditions in the Background Report in the same detail as vehicle data. Each Traffic Analysis Zone shown on these maps is that type of analysis. We have spreadsheets with the detailed numbers, which I would be glad to go over with you, but the graphic representation of those numbers on the maps shows the picture better.

How did you get the data for the maps? The Community Councils have personal knowledge and experience of their localities that would be good input. We used factual GIS data. You can come in and look it over if you like.

If you put sidewalks or trails in you have to be sure there is access for emergency services.

I live on a street without sidewalks and lots of people walk around the neighborhood because of the low volume of traffic. We have low traffic and good walkability because of low connectivity. Only one element of pedestrian access is sidewalks.

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Subject Brown Bag Luncheon – School Transportation		Sheet 1 of 5	
Project Number 07072-187-249		File Number	
Meeting Date August 14, 2002		Meeting Location Williwaw Elementary School	
Notes by Kathy Burgess & Anne Brooks, Brooks & Associates		Office	
Attendees	Steve Kalmes, ASD	Linda Schwald, ASD	Bob Sloan, DOT&PF
Donald Galligan, HDR	John McPherson, HDR	Kathy Burgess, Brooks & Associates	Anne Brooks, Brooks and Associates
Jake Metcalf, ASD Board President	Refer to sign in sheet for members of public		
Topics Discussed		Action/Notes	

Meeting Topic: School Transportation

Guest speaker was Steve Kalmes, Transportation Director for Anchorage School District. He opened the meeting with some background information about ASD's transportation task.

- Anchorage School District is relatively a very large district when compared with all districts in the nation and 20,000 of its students are eligible for bus transport to school.
- In order to be eligible for the bus, a student must live further than 1.5 miles from the school or face a walking route officially considered hazardous. There is a standard that takes into account age of students, traffic volumes, traffic types, environmental conditions and other factors when determining the hazardous designation.
- The State of Alaska reimburses busing costs through a formula for those children outside the 1.5 mile limit, only a percentage of the transport costs are reimbursed for students with a hazardous route.
- We provide transport for 1,700 students in the district eligible for transportation because they are enrolled in special education programs.
- There are 300 buses in the District's fleet; 60% are operated by a contractor and the rest directly by the District.
- The District's buses made 6.9 million passenger trips last year, totaling 3 million passenger miles—about 1500 routes per day.
- The more rural the school the higher the percentage of bus ridership.

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- Most students are pedestrians—they either walk to school or walk to and from the bus stop.
- The District participates in a Hazardous Transportation Committee consisting of representatives from the Municipality of Anchorage Public Works Street Maintenance, Traffic Engineering, Alaska Department of Transportation and Public Facilities Anchorage and Eagle River Maintenance, Anchorage Police Department, parent representatives from Anchorage and Eagle River and Parks and Recreation. This group identifies hazardous routes and has identified improvement projects to improve them.
- When sidewalks, lighting, and other pedestrian access are built near a school pedestrian hazards are eliminated, requiring less busing. Examples include improvements around Baxter, Creekside, and Susitna elementary schools.
- At some schools the students do not walk at all, examples include Bear Valley Elementary and O'Malley Elementary.
- In the past, school bus stops were not planned in housing developments; now the school transportation department reviews and comments on new development proposals.
- The incomplete collector road system and poor connections between neighborhoods inhibit school bus access and school walking routes.
- Arterial roads go through attendance areas, requiring bus transport of students to avoid the crossing hazard. Examples include Susitna elementary split by Muldoon Road; Scenic Park elementary split by Patterson and Baxter elementary split by Baxter Road.
- Increasing congestion on the roads impacts school bus transit. Buses used to be able to travel more distance in the time available. There are now more buses needed and fewer can fill up. This is a problem at East High school since the buses have to navigate Lake Otis and Tudor intersection at peak hour. The district has been discussing start time changes which current are 7:30 for high school, 8:15 for middle school and 9:00 for elementary. This leave us about 35 minutes for each bus run.

EAST project team members Anne Brooks and John McPherson added some further information:

- The District's open optional programs, charter schools, and the private schools also generate school transportation trips, mainly parents taking kids to and from school by car.
- School bus stops are perceived as hazardous by many parents who park their cars there while their kids wait in the car for the bus or who wait to pick them up when they leave the bus. Groups of these cars block roads in some places in town.
- A California study determined that 25% of peak hour trips were school-related. The proportion may be similar in Anchorage.

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- Transportation planning for the city tends to be separated by modes. We need to be more holistic about the transportation system.
- The Municipality traffic engineering and the District work together to publish a guide of safe walking routes to all elementary schools.
- About 13,000 college students and 1,200 staff make their way to the UAA/APU campuses each day.
- Our schools tend to be located on arterial roads, which adds an immediate walking hazard.
- Fenced school grounds may be a barrier to connectivity between neighborhoods for pedestrians, cars, and buses.
- Schools also have itinerant staffs that have to drive between several schools in a day.
- In recent years there has been a noticeable increase in the numbers of parents who drive their kids to school.

The meeting was then opened to discussion. In the summary below, questions and comments from attendees are given in *italics*. Responses from Steve Kalmes are in plain type.

Students don't dress properly for winter and therefore aren't prepared to walk to school or wait for the bus. There's a social issue involved.

How many students drive to high school? It varies from school to school. The highest numbers are at Service and Chugiak.

My high school forced us to ride the bus by not providing student parking.

We're required to provide a certain number of parking spaces when we build or renovate a school, and the requirement is increasing with time. Parent groups involved in design advisory groups advocate consistently for more parking spaces for their students.

Are attendance area boundaries sometimes placed where they are due to lack of connectivity between neighborhoods? When we add schools we have to readjust boundaries. We try to keep neighborhoods together, but it's a difficult task. We have had to do this several times, for example, with the schools on the Lake Otis corridor—Abbott, Bowman, Kasuun, and Trailside elementary.

From my experience, Ptarmigan Elementary School is almost impossible for handicapped access. With good disabled access, a place is accessible to pedestrians and everybody else.

How many vehicle trips will be generated by adding the University Center to UAA? That will further congest Lake Otis.

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Has there been discussion of combining school and public transit to save taxpayer dollars? Students usually ride public transit in places where a large enough system exists. That's not the case in Anchorage. People Mover service doesn't exist where we need it the most for school transport—the Hillside, for example. Also, there are Federal standards that require the younger children to be transported in the special yellow buses. And most parents would not be in favor of members of the public being able to get on the bus with their children. The morning peak time is the same on both systems. Sometimes we jokingly say that the only thing School Transportation and People Mover have in common is the word "bus". Public transportation vehicles are much more expensive than school buses and wages for drivers are significantly higher. We'd never be able to fit the number of students we need to transport into the 38 buses that composes the People Mover fleet. Remember we operate 300 buses. It just doesn't make financial or logistical sense to combine the two types of service in Anchorage. We do what we can to make the two work together—for example, public bus times and routes have been adjusted to better serve some schools.

Does traffic congestion require the use of extra buses in order to transport the students in the required time limit? Twenty years ago we were running more buses. We have greatly improved efficiency since then. We are now providing more rides due to arranging better routes, adjusting school times, and using bigger buses. Our bus capacity has gone from 65 passengers per bus to 84 passengers per bus. We now have more capacity than we can fill, partly because congestion slows the vehicles and keeps them from covering more territory.

Do people prefer having safe sidewalks and trails built to having their kids ride the buses? Parents prefer the bus, but we have eliminated bus routes in the interest of economy when safe walking routes were built.

Does the District consider sidewalk maintenance when laying out the school walking routes? We have good rapport with the Municipality to do this and walking routes to schools are priorities for snow removal. There are some special cases for transportation, for example, the students who live across Lake Otis from Springhill Elementary and Hanshew Middle School. In the winter, the underpass they need to cross Lake Otis is blocked, so we transport them for that part of the year. Attached sidewalks are a problem because snow often gets plowed onto them. The detached pathways, with some separation from the roadway, tend to provide better sidewalks and walking routes for students.

Has the perception of student safety decreased in recent years? Yes, I think so. More parents drive their children to school. The perception does not match reality, however. In a study of fatalities of children going to and from school, 10 were in school buses while 800 were using other modes.

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How about charging a fee to parents who drive their students to school?

It seems to me that the number of drivers going to schools is a major element of morning congestion. Perhaps we need some program to persuade parents to send their kids on the bus or have them walk.

There is also a health issue. Walking to school would help combat the obesity epidemic that is going to bring disastrous rates of heart disease and diabetes in the future.

In defense of at least some of the parent drivers, they may not all be making a special trip to school. Some of them drop the kids off on their way to work. That's probably true for some of the high school and middle school traffic, but the parents driving to elementary schools seem more likely to be making a separate trip. We are trying to educate families at elementary back to school nights about the problem.

The provision of before-school childcare at school facilities may also generate some morning car trips. It would be a good idea to try to quantify non-bus school trips to help us understand the situation.

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Subject		Brown Bag Luncheon – Streets and Roads		Sheet 1 of 4	
Project Number		07072-187-249		File Number	
Meeting Date		July 24, 2002		Meeting Location Boniface Center/Wayland	
Notes by		Kathy Burgess & Anne Brooks, Brooks & Associates		Office	
Attendees		Lance Wilber, MOA		Bob Sloan, ADOT&PF	
Donald Galligan, HDR		John McPherson, HDR		James Armstrong, AMATS	
Refer to sign in sheet for members of public				Carla SlatonBarker, HDR	
				Anne Brooks, Brooks and Associates	
Topics Discussed		Action/Notes			

Meeting Topic: Streets and Roads

BACKGROUND INFORMATION

John McPherson, HDR Alaska, EAST project manager, provided some background information on streets and roads in Anchorage. Highlights of this overview are listed below.

- Roads to be considered in the EAST study are major roads, those classified as arterials and collectors (see map in EAST Background Report page 17).
- Anchorage has a complex pattern of State and Municipality ownership of the city's streets and roads (see ownership map in EAST Background Report page 18).
- Drivers perceive congestion as extended travel time and speed significantly lower than the street's limit (see time and speed maps in EAST Background Report pages 30-32).
- Decreased Level of Service corresponds to higher volume intersections and road segments (see Level of Service map in EAST Background Report page 28).
- Vehicle crashes also correspond to volume and level of service (see accident map in EAST Background Report page 29).

PRESENTATION: LANCE WILBER

Lance Wilber, Municipality of Anchorage, Director of Traffic discussed Anchorage's transportation system. Highlights are listed below:

- Anchorage is a young community. The prevailing culture and values of the 1960s, 1970s and early 1980s was the basis of our land use decisions and travel mode choices—that means cars and roads built for automobile transportation.

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- The Anchorage 2020 Plan recognizes that roads are our predominant travel mode and will be for the foreseeable future.
- Congestion is what people focus on when they think of road problems. Travel time is the actual basis of people's preferences. We can't make congestion go away entirely; we can only manage it.
- Only a few roads in Anchorage are designed strictly to move cars (freeways like Minnesota and New Seward). Most provide access to destinations such as businesses, workplaces, shopping, schools, etc as well as moving vehicles.
- Cars cut through neighborhoods because drivers are frustrated with congestion on main roads, but limiting access with cul-de-sacs, speed bumps, etc. makes for heavier traffic on the arterials, increasing congestion further.
- Congestion in Anchorage is growing fastest in the mid-day time period.
- The majority of road development effort goes toward maintaining the system of existing roads.
- Decreasing headway times is the most important factor in making public transit appealing to potential riders.
- We must keep a concept of the whole in planning Anchorage's transportation and not get obsessed with individual projects.

DISCUSSION

(Questions and comments from the public are given in *italics*. Responses from Mr. Wilber and the project team are in plain type.)

Is there an overall Anchorage transportation plan?

This is it. We've tried to trace the old decisions that have given us the grid that we have now. The current Long Range Transportation Plan (LRTP) is based on adding lanes to the arterials we have now. If we don't want roads going through certain areas then we have to add capacity where we can.

Previous LRTPs included the Bragaw extension. Now the current one excludes it. How did that happen? The Municipal Assembly adopts the new LRTP.

We have only added one major road since the 1970s (the Minnesota bypass) though our population has doubled in that time. All of the rest of increased capacity has come through expanding existing roads.

I have trouble with lumping the Bragaw extension in a bond issue with C Street and other projects. That isn't democratic. We can't speak for or control the legislature.

This is why we're committed to public process for the EAST study. Many old decisions were made without much public process.

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Abbott Loop has me concerned. Extending it won't do any good unless it also goes through the university area. Otherwise we'll have the same dead end problem in a different place. Land use decisions took away the potential for a road through the university. These areas exist all over town. If land use decisions are to leave islands then engineers are forced to make the existing roads wider.

Some communities have no-road areas because of community values—UCLA in Los Angeles and Central Park in New York, for instance. It's fine to make those decisions. We're just trying to show that those decisions have implications.

There is a trend to keep cars out of campuses. Keeping cars out is important to student and staff safety.

Tell us more about the large public institution land use area on the south side of Tudor. The area was originally a military reservation and therefore had no roads through it. It was transferred to the municipality, which is filling it up with municipal facilities that now create a need for through transit.

In the 1960s there was an idea about making a bypass on the eastern edge of the city. What about reviving that idea?

We will look at that kind of thing in the alternatives phase of this project.

Not all of the heavy traffic on Tudor and Boniface/Muldoon is local. Much of this traffic is going north and out of town. We used to but no longer have roads through the military areas.

There have been lots of bypass plans in the past for through traffic, but nowadays you can't make plans you can't pay for—financial feasibility always has to be a consideration. But even with a bypass for through traffic we would still need increased access to destinations within the city.

Isn't part of the problem how people drive? They tend to stay in one lane and build up long queues when there are empty lanes beside them. The problem is also due to the combined function of most of the roads—both moving cars and providing access to places. People get in lane early because congestion makes it difficult to make lane changes.

Is congestion due to local short trip traffic?

Our historical land use pattern has placed dense housing in one area and employment, business, and medical services in another area with a road link planned but then not ever built.

We have a lack of a collector grid in many areas. If we don't do something better, than the arterials will continue to get bigger. And bigger arterials are worse for pedestrians. We have to look at the whole transportation picture.

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A better road grid makes for more pedestrian use and more public transportation. The South Addition area of Anchorage is probably the best example of that here.

The LRTP has a long list of other non-road ways to manage congestion.

Traffic speeds up and slows down according to how well the road is maintained. I hope we are going to focus on maintaining what we've got.

At no time of the day or night can I find coordination of speed limit with traffic signal timing.

Your maps are based on information 3 years old. All the new commercial construction will be drawing people to south Anchorage.

I think your data has left out an important area—the UAA/Providence Medical Center roads. There are tens of thousands of people who have destinations there every day. We'll check on that area.

Nothing on these maps shows environmental concerns.

We have a report that includes parks and wetlands. These maps are trying to portray traffic information only. We also need business maps and housing maps and much more. All of this will be part of the discussion of alternatives.

There really is too much information to get on one map.

I go across town daily from Muldoon to Jewel Lake and back. It seems like road fixes up to now make cars stop more and slow things down. What about putting clover leafs at intersections? Typically we build cloverleaf intersections for freeways. Our political system has made it difficult to put them anywhere else.

How did the roundabout become the solution of choice for busy intersections? One reason is expense—the Minnesota/International Airport Road cloverleaf cost 25 million dollars. Roundabouts are considerably cheaper.

Small local action groups seem to get together and stop projects that would benefit the majority. Over the years we have elected officials who have made the decisions that give us the situation we live with today.

All comment made to this project is incorporated into its final products for elected officials to see and consider in decision-making.

When a subdivision is developed is the plan reviewed by transportation planners? Yes.

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Sometimes development pushes things the wrong way. Our street system was designed for automobiles and now that the land is filling up the arterials are too. We didn't have the political will before to push for sidewalks, road connections and so forth in new housing areas.

How about requiring snow storage space in any street design?

How about making a Fort Richardson/Elmendorf connection? We know some of that need and need more data.

New road decisions affect people's major investment—their houses. It doesn't seem fair to buy a house on a quiet road that is transformed later into a busy arterial.

People often say don't make our neighborhood bear the cost of other people's travel.

We all need to understand the problems of other people's parts of town. People from the Hillside need to look around Airport Heights and Muldoon and people from the northern neighborhoods need to see first hand what the situation and problems are in the south.

For the next phase of this study we will be modeling different alternatives and that will help us see the implications of different plans. All the modeling will be based on the 2020 comprehensive plan.

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Subject Brown Bag – Topic – Freight		Sheet 1 of 4	
Project Number 07072-187-249		File Number	
Meeting Date July 10, 2002		Meeting Location Boniface Mall	
Notes by Kathy Burgess/Anne Brooks, Brooks & Associates		Office	
Attendees	John McPherson, HDR	Carla SlatonBarker, HDR	Anne Brooks, Brooks & Associates
Kathy Burgess, Brooks & Associates	Frank Dillon, Alaska Trucking Association	James Armstrong, AMATS	Bob Sloan, DOT&PF
See sign in sheet for members of the public			
Topics Discussed		Action/Notes	

Freight Background

John McPherson, HDR Alaska, EAST project manager, provided some background information on freight movement in Anchorage. Highlights of this overview are listed below.

- ◆ Anchorage has three main freight areas: the Ted Stevens Anchorage International Airport, the Port of Anchorage, the Alaska Railroad.
- ◆ Trucks move goods to and from these locations over the road system.
- ◆ All three freight areas are on the periphery of the Anchorage Bowl land area.
- ◆ The main concentration of commercial warehouse land use is along the railroad route, a pattern that was established 30-40 years ago.
- ◆ Final freight destinations are mainly commercial, retail outlets scattered throughout the city.

Freight Presentation

Frank Dillon, Alaska Trucking Association, discussed freight and freight issues. The following list highlights points covered in his presentation.

- ◆ “If you’ve got it, a truck brought it.”
- ◆ The best source for Anchorage freight transportation information is contained in the Municipality’s 2001 Freight Mobility Study, which identifies the major problem areas in freight movement (see page 43 of project background report).

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- ◆ Freight pays 40% of the federal highway trust fund through taxes and licenses although freight/truck traffic is a much smaller portion of road traffic; the freight industry should have a say in road decisions.
- ◆ There is an “internet effect” predicted to increase truck traffic in neighborhoods—people ordering more and bigger items on the internet must have those items delivered by truck to their homes.
- ◆ Anchorage, because of its higher than average transient rate, has a higher than average presence of large moving van trucks on residential streets.
- ◆ A truck is on a street not from random choice, but because a delivery must be made nearby.
- ◆ Fuel is delivered by truck. This means that tank trucks have to get to all gas stations whether or not they are on official truck routes.
- ◆ Because of environmental concerns, there are now fewer gas stations with large underground storage tanks; instead, we have more stations with smaller storage tanks. This means more delivery trips by trucks.
- ◆ “Just in time delivery” methods of managing retail businesses means more truck delivery trips. Freight and warehousing efficiencies gained thereby mean lower prices to consumers.
- ◆ About 1000 commercial vehicles traverse Ocean Dock Road every day of the week.
- ◆ Anchorage is very dependent on freight trucking. If trucks were to stop for a week there would be shortages; if they stopped for a month life in Anchorage would be drastically changed.
- ◆ The trucking industry is becoming very environmentally friendly. Sulfur dioxide and particle emissions are now a fraction of what they were 10 years ago and even lower sulfur fuel and more efficient engines are mandated for 2010.

Discussion

(Questions and comments from attendees are given in *italics*; responses of Mr. Dillon are in plain type.)

There are some truck problems I see that are not on your map and are fixable by design. For example, the northern part of the Seward corridor in Anchorage has lanes that are very narrow for 18-wheelers. Not all the problems are noted on the map.

Do you have an interest in specific corridors being developed? The New Seward Highway and the A-C couplet are very important to us. The railroad is not a big player in local freight. It is expensive and time-consuming to get things on and off the train and then it still needs a truck to get it to its final destination. The railroad does haul some important bulk commodities: jet fuel, gravel, and coal.

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Do you support triple hauls? We've had triple hauls (three, 28.5-foot trailers) since 1995, but there aren't very many actually in use since there are not many 28.5-foot trailers in Anchorage. They can be used but only in summer and only under permit.

With increased trucking due to the "internet effect" what is your view on the minimum width for residential streets? Turning characteristics rather than street width is the important thing. There will be more of the FedEx and UPS-type trucks, but those can go anywhere an SUV can go. Where streets are too small for large moving vans the standard practice is to consolidate from smaller trucks that can reach the house to a larger vehicle for transport to the destination.

With an expanding population and an expanding freight industry, what do you need to keep delivery times from expanding in the future? The Bragaw Road connection makes sense. It can be done sensitively, yet still improve the road network. In other places we will have to add lanes. Even at a modest growth of 1% per year, demand for road space will increase. If we do nothing, we will have congestion and delay in 20 years. With some smart improvements to the system, average delivery times probably will not be much affected. Keep in mind that the number of automobiles increases faster than the population.

As a freight operator I can tell you that there are some gas stations that take more than one delivery of gas per day. Other stations need 4-5 deliveries per week. Also, as Anchorage has grown, warehouses have moved to the south part of town, resulting in more trucks on the road for longer trips. We have to make our deliveries in the daytime because that's when the businesses are open to receive them.

Does the location of warehouses along the rail corridor affect freight truck trips? There is some influence, but not as much as from "just in time" systems which eliminate warehousing altogether. Future warehouse growth is likely to be in the Abbott/Seward area of the city.

The University/Medical district is also a big consumer of freight. Yes, hospital linen deliveries are huge, and then there are the dorm and cafeteria supply deliveries.

Is the Port road connection truly inadequate? I remember the city voters recently turned down a bond to build something in that area. All of the container trucks have to go through one of the worst intersections in town at the end of the A-C couplet to get to and from the Port. The long-term solutions would be a Knik Arm crossing or completely moving the Port to Fire Island. These possibilities will be discussed in the next few years, although a built solution wouldn't exist for 25-50 years. In a shorter term of 15-20 years we would be looking at ramps from A and C to Ocean Dock Road and realignment of Whitney Road.

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Would the trucking industry like to see an Anchorage bypass? It would be safer, but only the 10% of freight heading north would use it. A better connection of Seward/Glenn Highways would be a good idea and would improve safety, but as part of a whole transportation picture.

What traffic would use the Seward/Glenn connection? 40,000 vehicles a day use the Glenn Highway to access Anchorage from the north bound for downtown, midtown and Dimond employment centers.

We need to remember that what we are trying to do is move people and stuff and not necessarily vehicles. We haven't come up with anything better than trucks yet, nor is there likely to be any big change in that technology for the next 20 years. The most important part of transportation is safety; we can't compromise safety.

Is there any movement toward traffic reduction? How many of you rode the bus to get to this meeting? The problem is we are still choosing personal vehicles. Town centers and decentralization will be good for the trucking industry because they will mean more delivery trips, but I think that will bring higher prices in stores and people are not likely to support that.

What do you think about load restrictions? I think they are a waste of time and they cost consumers money.

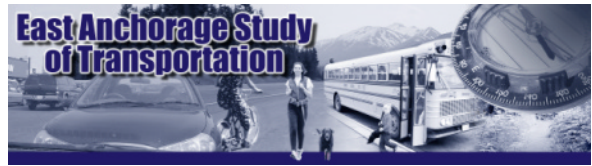
In the EAST study area there don't seem to be many big freight problems. I would guess that the large number of truck trips is made to the Solid Waste Services central refuse consolidation facility.

Meeting Notes



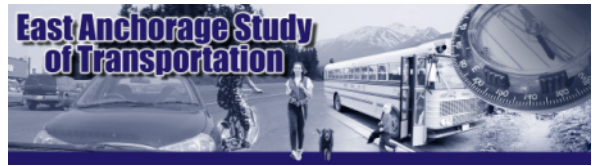
Subject Brown Bag Lunch #4 “Public Transportation: How Can We Provide Mobility For Everyone?”	Sheet 1 of 6
Meeting Date June 19, 2002	Meeting Location Public Transportation, Tudor Road
Notes by Amy Karn	
Attendees	30+ members present; those who signed in: James Armstrong, Kenn Barnett, Barb Bean, Sandra Boland, Tim Bridgman, David Brown, Jim Brown, Harry Crawford Jr., Betty Evans, Don Galligan, Barbara Gerner, J.M Garrigues, Rene Gutel, Genevieve Holubik, Elayne Janiak, Amy Karn, Bob Kniefel, Loren Marshall, John McPherson, Sherryl Meek, David Paperman, Carla SlatonBarker, Jon Spring, Timothy Stevens, Al Tamagni Sr., Doug Van Etten, John Weddleton, Barbara Weining
Topics Discussed Study Overview and Update	
<ol style="list-style-type: none"> A. Ann Brooks opened the meeting at 12:05 with introductions of the study team and an outline of the meeting. B. At 12:10 John McPherson presented an overview of the background information for the study. <ol style="list-style-type: none"> 1. Noted the study area. 2. Reminded the audience that land use has an impact on transit. 3. Showed land use map and said that’s what Bob Kniefel has to work with. 4. Noted that yellow on the land use map depicts residences. <ol style="list-style-type: none"> a. Explained that this is important because first and last trips on the transportation network go there. 5. Noted employment centers and relationship to travel pattern and traffic flow, such flows are similar for transit. 6. Noted population density map. Explained this is important to transit. <ol style="list-style-type: none"> a. High population density = tends to mean higher transit ridership. b. Noted difficulty in providing efficient and cost effective service to low population density areas. 7. Noted that each transit trip starts and ends with a pedestrian trip. Some high-density areas do not have a lot of sidewalks. Many non-linear neighborhoods were built without sidewalks. <ol style="list-style-type: none"> a. Doug Van Etten noted that all these areas need sidewalks – that sidewalks are important in all areas. b. It was also noted that sidewalks are difficult in some areas because it would wipe out yards. It was noted that in some curvilinear subdivisions, walking on the roads is safe. 8. John noted transit routes. <ol style="list-style-type: none"> a. East/west routes bring people to commercial/work areas from the NE side. b. Southside residents mainly travel on north/south routes. Transit routes are difficult on the hillside. 9. Noted highest ridership routes. 	

Meeting Notes



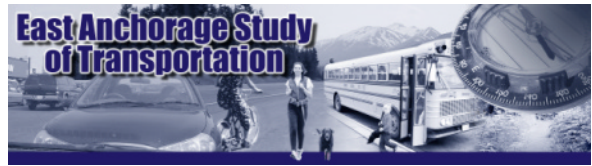
- a. Explained study's analysis of whether or not Anchorage is meeting comprehensive plan goals.
 - 85% of population should live within ¼ mile of a transit route
 - This is currently true; therefore, Anchorage is meeting comprehensive plan goals.
- 10. Noted the team's analysis of level of service on the routes.
- 11. Doug Van Etten asked about the base map/facts for this analysis of the transit focus area.
 - a. John replied the map is from the Long Range Transportation Plan that was just adopted.
 - b. The goal is to provide 15-minute peak and 30-minute off-peak headways to 80% of the population in the focus area.
 - c. Current national standards indicated frequency of service grades:
 - 15 to 30 minutes = D, 6 bus routes currently do this
 - 31 to 60 minutes = E, 8 buses do this
 - 60+ minutes = F, 4 buses do this
 - d. Bob said the goal is 30-minute headways on all routes, which would still be a D service level according to national standards.
- 12. John summarized that public transit is doing a pretty good job getting busses where they need to be.
- 13. Sherryl Meek asked for clarification on goals.
 - a. People Mover explained that the comprehensive plan asks for 15 to 30 minute peaks in 20 years – People Mover has this as a long-term goal, and in the meantime is using short-term goals to achieve this.
- C. Bob Kniefel begins presentation at 12:30.
 - 1. Explained graphic of transit and comprehensive plan
 - 2. Noted ABC's of bus issues:
 - A = Access, a huge challenge, especially in winter
 - B = Bucks, People Mover is a service organization and money is always an issue
 - C = Congestion, with fixed route system, buses travel only as fast as the cars in front of them
 - 3. Noted that most people go from many origins to many destinations and that is difficult.
 - One origin One destination
 - Few origins Few destinations
 - Many origins Many destinations
 - 4. Vanpools go from a few spots to one destination
 - 5. Transit corridors focus bus routes with land use
 - a. Puts many people in one general origin
 - b. High density development, ex: Vancouver, British Columbia
 - c. Fred Meyer –a big parking lot, makes shopping by transit difficult because shoppers have to walk across it.
 - 6. Noted that all studies have examined light rail. Suggested that density is not there yet – it is too expensive right now. Not best use of funds. Thinks it is better to put that money to busses to build the system. As demand and density builds, then we can think about light rail.
 - a. Noted that comprehensive plan is a 20-year plan. It will take time to get the needed densities. We need to plan for this.
 - 7. Noted that access is a key issue. People need to get to the alternate transit options.

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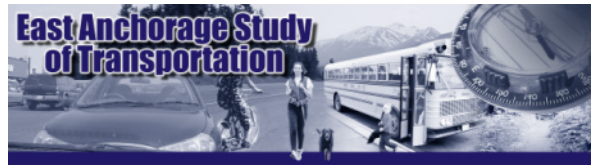
8. An express bus-only lane will not work. We do not have enough buses in the system.
 9. Bob finished his presentation at 12:40. Open for questions. Questions are noted below in italic text.
- D. *Are you planning for small shuttles to bring people to town centers?*
1. Bob replied Yes. But Hillside numbers are too low for a large bus to work, so there are plans to include a community connector. Bus service would be on smaller vehicles to pick up and provide a feeder.
 2. Bob replied they are “planning a pulse” service: Busses arrive at same time so changing busses is easy. No wait time.
 3. Bob replied they are adding a new cross-town line from Muldoon to Providence and on to Dimond without going through downtown. More convenient.
- E. *John McPherson noted that busses go in through neighborhoods to get where people live. But this takes time and by increasing the bus travel time it would seem to decrease ridership. Bob, what are your thoughts?*
1. Bob replied it’s hard to get around the city because roads are on a 1-mile grid. He noted that this is a lot of area between streets and not conducive to bus service.
 2. Noted he does go into neighborhoods.
 3. He noted that public transportation ridership now consists of 40% choice riders (people who have a choice between transportation modes and who choose public transportation), 60% dependent riders (those who have no option but to travel by bus). He noted that the numbers of choice riders has gone down since the 1980s and he stated that we need better connectivity to get more choice riders.
 4. He responded that the bus system does not go off-route because of congestion, but to access riders.
- F. *Doug Van Etten asked about signal pre-emption - is this something they have planned.*
1. Public Transportation is currently planning for use of this technology. Bob noted this technology holds a green signal, or quickly gets to green for emergency vehicles. Busses can have a low priority signal preemption that will hold a green light, but won’t change a red one to green. The problem is that people start to follow busses to get through the lights. He explained they have a request for proposals out for a system integrator so they have live information. It will take 8-10 months to complete.
- G. *Does this work?*
1. Bob replied that this technology improves times by 5 to 10%. He cautioned, though that even though busses might take longer sometimes this should not necessarily count against this mode of travel. He commented that it is the quality of experience that counts. You can read a book or do other things to make your day more productive when you are riding a bus.
- H. *What kind of ridership increases can result from a 5 to 10% increase in time?*
1. Our services are getting slower and slower. We are trying to be more efficient so we can provide the same level of service we used to have.
- I. *Elayne Janiak noted that in the EAST study, there should be a commitment that bus transit will be a viable and realistic part of the study. Make a commitment that when we have better service, we will have more riders. The riders are there waiting for service. Don’t preclude/discourage transit ridership with road focus. Commit to sidewalks, etc. Put in transit to attract development.*

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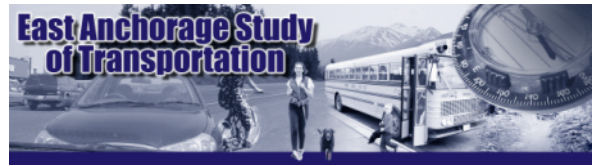
- J. Cheryl Richardson asked if there were numbers to be put to the relationship between population density and transit ridership, as well as increased service and transit ridership. Where can we see studies on these numbers?
1. Bob Kniefel replied that Juneau transit received a portion of the local cruise tax to put toward service improvements. When the busses went from 60 to 30 minute headways, it more than doubled the transit ridership.
 2. Cheryl asked for clarification on if the improvements were to routes or just to service frequency.
 3. Bob replied that Juneau just changed its services, but he noted that the geography is much different there than in Anchorage.
 4. Cheryl asks where the book is on these figures.
 5. Jon Spring of the Municipality of Anchorage said that the studies and numbers used in Anchorage were based on empirical studies from the '80s and '90s. One study in particular from Robert Savero of UC Berkley focused on densities of all types of transit. He found that there is a threshold level on population densities, and it creates a chicken and the egg situation. Residential densities should be 9-12 units/acre, and employment centers should have 50-75 units/acre. It was for these reasons that the comp plan focuses on these kinds of densities. At these densities you start getting more bang for your buck, and the whole thing blossoms.
- K. Bob Kniefel noted that when People Mover increased their fares by 25%, instead of seeing ridership go down, it actually increased by 2%.
- L. Why isn't there service to the airport?
1. Bob replied that this service is planned for the next phase of People Mover's improvements next year.
- M. Sandra Boland noted that the airport is an economic mainstay in Anchorage. It should be recognized as a high employment area, along with the University/ Medical district but that it operates 24 hours a day.
- N. Bob Kniefel overviewed the People Mover span of service noting that the hours are from 5:15am to 11:00 pm. This is an improvement from the past and a route restructure will make more improvements. These improvements can help to move employees after shifts. The airport is a 24-hour facility and this makes service there really tough. As there is more demand, expanding the service day to the airport could become a possibility. A vanpool might serve this better and be able to stop at day care facilities etc.
1. Doug Van Etten asked for Bob to expand on this topic.
 2. Bob replied that there is a Ship Creek shuttle run by a private partnership that does loops around downtown. He explained that this type of public/private partnership might also work at the airport.
- O. What about connections to Fort Richardson and Elmendorf?
1. Bob Kniefel replied that this service is difficult because every time there is a shift of commanders or a base lockdown, everything changes. It works if the bases provide their own shuttles within the base, then route them so they meet a People Mover bus at the gates.
 2. There was a question regarding whether there is bus service at all to the military hospitals.
 - a. Bob said currently there is not.
- P. Are the Public Works and People Mover buildings transit accessible?
1. Bob said they are not because these buildings are set back quite a ways from Tudor.

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- Q. Tim Bridgman said he lives in Oceanview and sees relatively low frequency service in that area. Is there a shuttle service that could work from Oceanview to downtown?*
1. Bob reminded Tim that Oceanview is at the end of the line and that most people would have already gotten off the bus. That's why there aren't many riders down there. The hourly service is new to Oceanview. It is a good vanpool candidate and there are thoughts of using the community connector concept to connect the Sand Lake/Klatt neighborhoods to the Dimond Center transfer station.
- R. Cheryl Richardson noted that at I St. and L St. north of 15th Ave., the comprehensive plan isn't trying hard enough to get more out of transit corridor areas. It doesn't address high-density areas like this one.*
1. Jon Spring replied that these roads were studied for inclusion as transit corridor but they are too small of a segment to work as a transit corridor. Longer routes are generally required.
 2. Bob Kniefel said that the comprehensive plan is a general plan. Other plans refine the comprehensive plan and get more specific.
- S. What are the obstacles to providing service to the Matanuska-Susitna Valley?*
1. Bob replied that there are no regulatory issues and right now People Mover is doing a transfer in Eagle River with MASCOT. It's just not on the work list right now.
 2. John McPherson added that the Mat-Su Valley has a very low density. This makes it difficult to get busses to people.
 3. Another comment was that people would have to commute to a common pick up area to receive bus service.
 4. John McPherson reiterated that origins and destinations of Mat-Su Valley commuters are many. It would still be a problem to get them to work.
 - a. Bob added this is where vanpools work best.
- T. One participant mentioned that his children don't like to ride the bus. He enjoys public transit and suggests parking lots be taken away from kids at high school so they use public transportation.*
1. Bob replied that they are working with kids. The class pass for \$40 gives teachers the ability to shuttle their classes to field trips or other events on the People Mover for 1 year. Once kids see it is easy, they are more likely to develop into long time transit riders.
- U. On the ridership report, what is the "Special" category?*
1. Bob replied that this is a charter-like shuttle for special events like the Mayor's Marathon, etc.
- V. If C St. were extended to O'Malley, how would this help the People Mover?*
1. Bob replied that this would really help busses reach the Dimond transit center. There would also be better fixed routes. However, customers would have to deal with the fence on C. St.
 2. *Could gates be installed along the C Street fence?*
 3. Barbara Weining reminded everyone that C St. is designed to be a limited access expressway.
- W. John McPherson asked what kind of mode share Bob was hoping to see out of the changes proposed by Anchorage 2020. Bob stated that his goal is ½ % to 2% increase in peak hour ridership on transit corridors. The only way to increase ridership is to make car parking extremely expensive and/or unavailable, like other large metropolitan areas.*
1. John McPherson added that we're trying to educate people that town centers and high density will increase mode share but it will also result in more people in an area and many of those people will be in cars. Therefore, not all of our problems with congestion will be solved by transit and land-use alone.

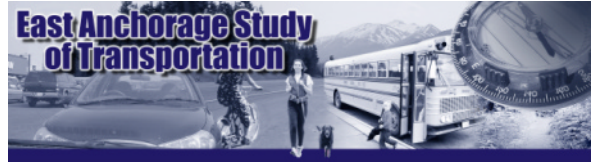
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2. Public transportation, and land-use changes are not magic bullets.
- X. Bob noted that transportation is a vital part of our economy. It moves freight, gets people to work, etc. Police, fire, public transportation, and the library are all part of the economic fabric. Businesses depend on people who depend on the bus to get around.
 1. Doug Van Etten noted that 40% of people at a job fair were turned away because they did not have a reliable form of transportation to get to work. Also, one business was 30% understaffed with high turnover rates because of unreliable transportation.
- Y. Barbara noted that the Jewel Lake and Dimond area is very underserved.
 1. Bob agreed that this is a problem.
 2. John McPherson noted that this route has the highest ridership on the weekends.
- Z. *Is the loss of choice riders since the '80s a result of the speed of the system?*
 1. Bob thinks that the change is most likely a result of various park and ride lots going away in south Anchorage.

Although the meeting officially closed at 1:00, at 1:30 pm John McPherson thanked those who remained in the room for coming.

Meeting Notes



Subject	Brown Bag Lunch #3	Sheet	1	of	3
Meeting Date	June 4, 2002	Meeting Location	Upper Level Boniface Mall		
Notes by	Kathy Burgess and Anne Brooks				
Attendees	16 members of the public; 5 study team members				
Topics Discussed	Study Overview and Update				

Carla SlatonBarker began the brown bag lunch, and people attending took a moment to introduce themselves. John McPherson introduced the key speaker, Kevin Waring of Kevin Waring and Associates. Kevin is a member of the study team and was the project manager for the Municipality's comprehensive plan, "Anchorage 2020." John discussed the interconnection between land-use and transportation in general terms. Kevin provided more detail and discussed Anchorage's historic land-use decisions and related these decisions to existing and future transportation patterns. The speaker notes from his presentation are included in a separate file. At 12:30 he asked for comments and questions from the group. Comments by members of the public are noted in *italics* and responses by study team members are in plain type.

It's been said that we can't build our way out of traffic problems, but there is a relation between congestion and capacity. A few more lanes would make a difference.

Where do you get your population projection figures? The Anchorage 2020 comprehensive plan. The Institute of Social and Economic Research (ISER) has since revised their numbers to 75% of the original figure. The timing may be different, but there is inevitability to the growth of population in the Anchorage Bowl.

I was chased south into the Hillside area of town by congestion and traffic. I'm worried about the new high school development in south Anchorage and the student traffic it will generate from the school grounds to commercial areas. I think the answer is to build north, to Point Mackenzie and beyond. We should build toward Fairbanks.

Freight belongs by Point Mackenzie and other services and housing will develop to support it.

Is there any planning coordination going on between this project and the Seward Highway development? Yes, we are on the Major Investment Study team for the New Seward Highway and Jim Childers, the DOT&PF manager for this project also manages that project.

Transportation in Anchorage was set up for cars.

Meeting Notes



We've set up Anchorage for transportation to be ugly. Land use is set and we have to fit transportation around it. Other places embrace and tame the streets. It seems all that people can envision here for transportation is 6-8 lane arterials.

One of the places in the city that transportation and land-use works well together is Spenard. There is residential and commercial land use with a complete transportation grid.

We tend to think in terms of the next big project rather than smaller changes that can have impact.

I think that transportation in Spenard is atrocious. 36th & Spenard is an awful intersection, for example.

Perhaps a better example of land-use and transportation working well together is in the older parts of town that have strong grids and shopping areas mixed with housing, for example the area near City Market downtown. These areas have less congestion and fewer problems.

Why did the Boniface Mall die? Retailing consolidated; people prefer one-stop shopping; freight distribution is cheaper with fewer delivery points, lessening cost to the consumer.

Anchorage's grocery chain history is instructive. Carrs understood the big roof and the big parking lot—food, flowers, bakery, etc. available in one place. And they're moving on from there to even more lines of merchandise like at Fred Meyer.

People in Spenard neighborhoods can walk to a big supermarket, the Carrs at Minnesota & Northern Lights, but in few other parts of town is this possible.

In the '70's we started favoring big supermarkets because food costs were high and prices were lower in places that offered more service. There were social changes that drove this—low salaries, for example. We can't change land use to try to force things; we have to work with the market.

I live near and work at APU, but I'm scared to walk to work. Also, most of the students don't live on campus any more—they drive to school. There ought to be other methods than driving to get places.

If we had some of the smaller connectors in the grid we might not need such large increases in the bigger roads.

What concerns me is what comes along with a big road—more development and business, which means even more traffic. You can control development, but the desire for it has to be expressed by the community.

A Bragaw Road that went through Campbell Park could actually improve access to park features and be an asset to it. We have an advantage with land use in this area because it is public land. We have the ability to control the future land uses along that segment, were it to be built.

Meeting Notes



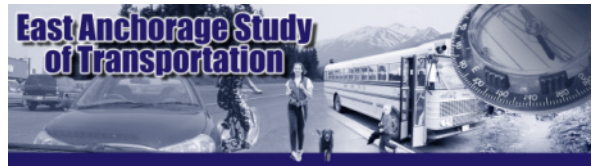
We have similar issues in the northwest part of town. I hope we can find solutions that don't hurt anyone's neighborhood.

We've got a bond issue on the ballot in November for local money for the Bragaw extension and other grid completions.

There are projects that are totally federal and projects that are state funded. Perhaps there are projects that we should tax ourselves to do.

I see a contradiction between town centers' emphasis on high density and pedestrian traffic and expansion of the arterials' capacity. The town center idea is trying to decrease the growth rate in auto travel, but even with town centers an increasing population will mean some increase in auto trips and at least some increase in congestion.

Meeting Notes



Subject	Brown Bag Lunch #2	Sheet	1	of	2
Meeting Date	May 22, 2002	Meeting Location	Parking Lot Boniface Mall		
Notes by	Kathy Burgess and Anne Brooks				
Attendees	Approximately 25 people				
Topics Discussed	Study Overview and Update				

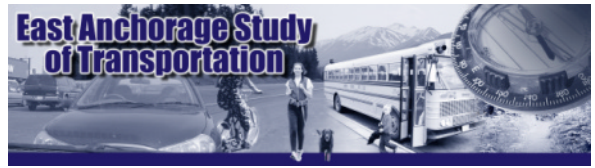
This week's brown bag lunch took place on a People Mover bus. John McPherson narrated and pointed out transportation issues in a portion of the study area. The group traveled south on Boniface, east on Tudor Road, and then west on Debarr Road. At the intersection of Debarr and Boniface, the bus took a right and then traveled to the Glenn Highway. At the Glenn Highway's intersection with Bragaw Road, the bus turned south and drove to Penland Parkway. It then traveled west on Penland Parkway until its intersection with Airport Heights Drive. The group then traveled through an Airport Heights subdivision to 20th Avenue. The bus then traveled Lake Otis Parkway to Northern Lights, and then drove to C Street, to 36th Avenue, and again to Lake Otis Parkway to Tudor Road. On Tudor Road the bus then traveled to Boniface Parkway and to the Boniface mall. Notes from the narrated tour are included separately and area available on the web. Questions from public are in *italics* below; responses of study team members are in plain type.

Are there plans for a transit center? Yes, Anchorage 2020 and People Mover Route Restructuring plan both call for a transit center at the Muldoon Town Center. We will be passing through the area—the proposed Muldoon Town Center is to be located near the Debarr and Muldoon intersection. The Town Center will split Debarr in a Y shape to slow traffic down. The town center will provide more residential density and make the street/pedestrian network more conducive to public transportation. The transit center will be part of the development; however, in the interim it is planned for the Muldoon Mall.

The buses don't go on the Tudor/Muldoon curve and don't serve the neighborhoods nearby, even though there is higher-density housing near the road. The fencing along the road is a barrier to providing public transportation.

We are concerned that transportation modeling was not accomplished as part of the Anchorage 2020 plan. Is there a feedback loop between this project and the Anchorage 2020 plan? What effect will Anchorage 2020 have on this project? The model is not yet complete, but the Municipality is putting Anchorage 2020 land use and population density ranges in it. Even with the very highest transit ridership assumption (30%) that has been achieved on some corridors in the country that still means that 70% of transportation need is met with cars on the road. EAST will not be a decision document, but it will provide recommendations that will go into the Long Range Transportation Plan and be subject to more discussion through a public process.

Meeting Notes



How will the study look at the underserved—people who do not own a car? We should look at what we do for people and think about moving people instead of cars. We are looking at all modes of transportation as solutions.

As we move through this area of east Anchorage, we can see the newer subdivisions tend to have more curvilinear streets, little sidewalk coverage and some dead end streets.

Do municipal regulations require sidewalks in residential developments? In the boom cycles we didn't require them. There are now discretionary requirements as spelled out in Title 21 the Land Use section of the Municipal Code.

Is it fair to say that our road system isn't set up well for transit routes? I think so. Good design for pedestrians is good design for public transit.

Perhaps there should be a cost analysis to see if better snow clearing would increase transit ridership.

Does the traffic model you're using take into account that incomes are declining with the increase of the proportion of jobs in the lower-paid service sector? A large proportion of those people will need transit rather than choose it. Yes, the Municipality's traffic model includes the socio-economic aspects of the various areas of town.

The large land use obstacles are largely out of our control. The city of Madison, Wisconsin, has made use of lake obstacles as a feature of their city. Similarly our big parks could be attractions, not obstacles. We're not suggesting roads through parks, we're just illustrating how land use contributes to congestion for both public transportation and regular vehicular traffic

Are you considering the demand side of transportation? Yes, it's a part of the study.

Stacking parking (multistory parking structures either freestanding or below large buildings) encourages daytime pedestrian use in a developed area.

Will you look at putting residential areas in Midtown so that people can live near work? Yes, the Municipality's model will include that to the extent that increased density is identified in Anchorage 2020.

Planning decisions need support from the community and economic viability in order to succeed.

Traffic will expand to fill the increased capacity of expanded intersections or roads. This may be true. What we are pointing out are intersections where the level of congestion does not meet national standards. The community has to decide how much congestion it is willing to live with.

Meeting Notes



Subject	Brown Bag Lunch #1		Sheet	1	of	3
Meeting Date	May 8, 2002		Meeting Location	Upper Level Boniface Mall		
Notes by	Kathy Burgess and Anne Brooks					
Attendees	17 people, including 4 study team members					
Topics Discussed	Study Overview and Update					

After introductions and a presentation by Carla SlatonBarker and John McPherson of HDR Alaska, there was an open question and discussion session. The following is a summary. Comments by members of the public are noted in *italics* and responses by study team members are in plain type.

Will there be hard copies of the project documents made available to the public?

There will be one copy at the Loussac Library as well as the Dimond and Muldoon branch libraries. The background report, especially, needs to be seen in color in order to understand the many maps and graphics involved. It would be prohibitively expensive to print it for distribution. It is also a living document and will change throughout the life of the project. We will be happy to work with people, however, to find a way to get them the information they want.

What is the difference between the Citizens' Working Group and the brown bag meetings?

The brown bags are more informal; people will come and go throughout the series depending on their interest. We are asking the Working Group members to commit to the entire series of those meetings in order to receive more detailed information and discuss it in depth. We also anticipate that the Working Group will review drafts of major project documents as they are produced and before they are released for full public review.

The Working Group is being formed now. It will consist of representatives from all community councils in the study area, as well as various groups concerned with different interests from trails to trucking. We are working to ensure that the group is as inclusive as possible. We will solicit for "citizens-at-large" and will consider zip codes, ethnic groups, and other factors to make sure the representation is as inclusive as possible.

Will the large institutions in the study area, such as the University and Providence have input to the Study?

Yes, we have already had an Agency Working Group meeting. We may have a special meeting in this brown bag series on the topic of the University/Medical district.

Meeting Notes



When will the large public meetings be?

We have not yet set dates. They are scheduled for definite phases of the project, but we need to be sure that we are ready before we put a date on the calendar. We encourage everyone to check the website or hotline for the latest meeting announcements.

Is there a deadline for receipt of comment on the background report?

It is intended to be a living document that will change over the life of the project, but the sooner your comment is received the more effective it will be.

Is the end of the year still the target for finishing the project?

Yes.

Will the study consider more than a single land use scenario?

Land use is a major focus of the study. We first must develop a baseline condition based on the Anchorage 2020 Comprehensive Plan. We will then work with the public to develop land use alternatives and corresponding transportation networks. The land use alternatives will stay within the Anchorage 2020 Comprehensive Plan ranges.

Will there be public involvement in developing those alternatives?

There will be continuous public involvement with the tools we have already outlined. During the development of alternatives there will also be a design charrette that will include the public.

In developing the model you will obviously use land use information from the Comprehensive Plan, but will you also have origin-destination data? Where would that data come from?

Initially we will use origin-destination (O-D) data from other studies such as the recent one done for public transportation. Later, we will receive data from the O-D study of 2000 Anchorage households being completed this spring by the Anchorage Metropolitan Area Transportation Study (AMATS). That will give us the most current information.

The background report shows data for the entire city. Will this study in effect be another Long Range Transportation Plan (LRTP)?

The EAST study results will lead to changes in the LRTP. Land use and transportation modeling required for the study will be accomplished citywide. The needs and problems and corresponding solutions will be more focused within the study area.

The recommendations of the study might be accepted by AMATS but it will have to go through many groups to be implemented.

The development of this study includes approval steps by AMATS. The final recommendations will proceed through established AMATS and Anchorage Assembly approval processes. Development of individual projects resulting from this study will follow processes developed by the funding source. For example, the National Environmental Policy Act processes for federally funded projects.

Meeting Notes



It will be hard to evaluate the alternatives developed without costs attached.

Cost is a part of alternative evaluation, although it cannot be as detailed and accurate as for a specific design and construction project. Cost estimates in this study will be more specific and tighter than those in the current LRTP.

When developing future printed materials for the project, please design them so they can be punched for a ring binder.

Next brown bag meeting will be a bus tour to help identify transportation problems in the study area. Please give us feedback on times and locations that you would prefer for the meetings in this series.

Will there be more notice for the next meeting? At least a week would be good. *We will be able to provide more notice.*

Appendix C: Public Involvement Plan

East Anchorage Study of Transportation Public Participation Plan

Alaska Department of Transportation & Public Facilities

and

Municipality of Anchorage



March 2002

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Purpose

Public participation is the cornerstone of good planning and project development. The *East Anchorage Study of Transportation* (EAST) will provide a long-range, comprehensive look at East Anchorage and its current transportation system—its roads, sidewalks, trails and public transportation routes—and then make important recommendations for the future. Public input historically has been low in the long-range planning phases of projects and high when the project begins the detailed design and construction phases. It is during the long-range planning step when the public can have the most influence on the final outcome. This public participation plan is designed to give the public every opportunity to become active participants in the study.

The study boundary encompasses areas where transportation solutions are complex and often controversial. During the planning and consultant selection for this project, the Alaska Department of Transportation and Public Facilities (DOT&PF) and the Municipality of Anchorage (MOA) committed to including a comprehensive public participation component as part of the study. This commitment is consistent with good planning as well as guidance from funding sources.

The purpose of this public participation plan is to identify opportunities for members of the public, agencies, and groups to become involved in the project. The tools identified in this plan constitute the minimum tools planned. Other tools may be added as necessary so we may engage and involve the public in the formulation of solutions and analysis, and build support for full implementation of the study's outcome.

The project team developed this public involvement plan (PIP) for EAST to closely follow the study plan. Study steps and the desired public input define the tools selected. The plan outlines the study steps, what the project team will be doing, what the project team could use from the public, and the tools selected to obtain the public's input. The plan also addresses approximately when the tools will be used.

Approach

Our public participation approach for EAST uses public involvement methods outlined by the Anchorage Metropolitan Area Transportation Study (AMATS) in *Anchorage on the Move*, and detailed methodology developed by public involvement specialists Hans and Annemarie Bleiker, founders of the Institute of Participatory Management and Planning (IPMP). According to the Bleiker's research, the success of any public participation program — and by extension any project — depends on the project's ability to meet certain objectives. As their work indicates, if a project does not demonstrate to the public that it has met specific objectives, political gridlock will occur and the process, as well as the project, will fail. The EAST public participation objectives are expressed below. The objectives are arranged in broad categories relating to responsibility, responsiveness, inclusiveness, and communication effectiveness.

EAST Public Participation Objectives

Communicate the need for and goals of the EAST study

- Establish the need for the study.
- Establish the appropriateness of DOT&PF and MOA co-management.
- Establish the responsibility of AMATS in decision-making.
- Identify the team and individuals completing the study.

Demonstrate sensitivity and responsiveness to issues and ideas

- Open and maintain communication channels.
- Get to know East Anchorage residents and interested individuals.
- See the project and the world through their eyes.
- Articulate and clarify the key issues.
- Identify all the potentially relevant problems.
- Generate all the relevant solutions and partial solutions.

Involve a wide a spectrum of the public

- Identify stakeholders with special attention to under-represented groups.
- Involve the public in meaningful ways.
- Communicate in a variety of ways, and offer a variety of tools and opportunities for feedback.

Facilitate communication, creativity, and cooperation among all participants in the study process.

- Have our communications received and understood.
- Receive and understand all the information that is communicated to us.
- Demonstrate how we have infused the study with public input (or, if necessary, explain

why input could not be used).

- Search for common ground and mediate when interests are polarized.

Rather than focusing on a techniques-driven approach, our public participation approach is objectives-driven. It reflects an iterative process aimed at meeting the responsibility, responsiveness, inclusiveness, and effectiveness objectives. Public participation tools (our proposed list of meetings, website updates, newsletters, etcetera, as detailed in the following sections and summarized in the glossary) have been selected to ensure objectives are met throughout the project.

As we begin each new project task, we will reassess if the project has met these objectives — and if it has not we will alter our techniques to better address them.

Potentially Affected Interests—Our Public

*“The world is run by those who show up”
(author unknown)*

The study boundaries include roughly half of the Anchorage Bowl. The long-term transportation planning interests of residents in south Anchorage may be very different from the interests of those residing in northeast Anchorage. The diversity of the study area coupled with direction received during development of the study plan dictate a comprehensive and thorough public participation effort for the EAST study. The EAST PIP, by design, will bring a wide spectrum of voices, interests, and input to the process. See Appendix E for a partial list of potentially affected interests.

Public Participation Plan Organization

We have organized the public involvement process around the phases of the study which are:

- *Transportation & Mobility Data Gathering and Analysis*
- *Problem Identification*
- *Study Objectives*
- *Alternatives Development and Evaluation*
- *Study Recommendations*

For public participation tools specific to each phase, the tools are listed adjacent to the description of the project phase. Tools are described in the glossary at the end of the document.

For a listing of membership in the various subcommittees and advisory groups, see appendices at the end of the document.

Project Contacts

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Hotline: 646-2333

Public Participation Implementation Plan

Spring 2002	Project Kick-Off	This planning study encompasses a large part of the Anchorage Bowl. The project kick-off is intended to let Anchorage residents inside and outside the study area know of the study's purpose, timeline and ways they can become involved in influencing the outcome.
	<p>Primary Public Participation Objectives</p> <ul style="list-style-type: none"> • Establish the need for the study. • Establish the appropriateness of DOT&PF and MOA co-management. • Establish the responsibility of AMATS in decision-making. • Introduce the study team. • Establish communications channels and begin dialog. • Get to know East Anchorage residents and interested individuals. • Get to see the project and the world through their eyes. • Communicate in a variety of ways. 	<p>Public Participation Tools</p> <ul style="list-style-type: none"> • Media Coordination & Anchorage Daily News Article Development • Anchorage Daily News Advertisement (soliciting interest in mail/email lists and interest in serving on Citizen's Working Group) • Slide Show Project Overview in PowerPoint (for Group Presentations, below) • Project Prospectus (for Group Presentations, below) • Website Update • Project Kickoff Notices <ul style="list-style-type: none"> • Flyers on buses • Channel 42 • Email trees • Public service announcements • Informational one-page flyer to stakeholders and inserted in Pulse Publication • Press releases • Movie theater and retail mall signs • Project display at Loussac library, Dimond Mall, Northway Mall • Committee Establishment <ul style="list-style-type: none"> • Citizen Working Group • Public Involvement Focus Group • Land Use Technical Committee • Modeling Technical Committee • Agency Working Group • Group presentations <ul style="list-style-type: none"> • AMATS Technical and Policy Committees • Federation of Community Councils • Notice of "Public Involvement Plan" availability <ul style="list-style-type: none"> • Email • Postcards

Continuous Public Participation Activities & Tools →

Hotline—646-2333
EAST Update
Responsiveness Summary

Website—www.eastanchorage.net
Open Channel (telephone, fax, email, etc)
Public Relations/Media Coordination

Brown Bag Luncheons
Group Presentations
Monitor the Media

Winter/Spring 2002	Data Gathering & Analysis <i>Collect meaningful data on existing and future conditions (through 2023) that will help identify transportation needs and support study conclusions.</i>	<p>The primary objectives of this phase of study will be to develop an understanding of existing conditions affecting and relating to the transportation system in East Anchorage and to use that information to predict future conditions and to serve as a base of information throughout the study. There are four primary tasks in this phase of work, namely (1) collecting background information on existing conditions in the study area, (2) analyzing that information (3) building a forecast of future conditions, and (4) analyzing the information generated about future conditions.</p>
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	Collect Background Data		Winter/Spring 2002
	Task Summary Collect Information <ul style="list-style-type: none"> Socioeconomic and Demographic Data Land Use Economy Transportation System (including sidewalk inventory) Travel Patterns and Preferences Travel Behavior Survey Ordinances, Statutes, and Regulations Public Participation Objectives <ul style="list-style-type: none"> Continue dialog on project need and process. Get to see the project and the world through the public's eyes. Maintain communication channels. Communicate in a variety of ways, and offer a variety of tools and opportunities for feedback. Have our communications received and understood. Receive and understand all the information that is communicated to us. 	Project External Resources <ul style="list-style-type: none"> Land Use Technical Committee Meeting #1 Public Participation Tools <ul style="list-style-type: none"> Interviews/Focus Group Meetings with Technical Service Providers <ul style="list-style-type: none"> Anchorage Police Department Anchorage Fire Department MOA Project Management & Engineering Anchorage Water and Wastewater Utility MOA Traffic Engineering Anchorage School District Public Transportation (People Mover, Share-a-Ride, AnchorRides) AMATS Technical Advisory Committee members Summary of Previous Survey Efforts Preference Survey (coordination with MOA) Origin and Destination Survey (Coordination with MOA) Team Attendance at Relevant Public Meetings (Town Centers planning, Major Investment Studies, Transit Route Restructuring etc.) in the Study Area. Identification and Gathering of Previous Public Input. 	

Continuous Public Participation Activities & Tools →

Hotline—646-2333
EAST Update
Responsiveness Summary

Website—www.eastanchorage.net
Open Channel (telephone, fax, email, etc)
Public Relations/Media Coordination

Brown Bag Luncheons
Group Presentations
Monitor the Media

Analyze Background Data

Winter/Spring 2002

Task Summary

Analyze collected information to identify transportation problems and needs.

- Existing Level of Service
- Location of Problem Areas
- Network Deficiency Analysis
- Public Transportation Service Levels

Public Participation Objectives

- Maintain communication channels.
- Begin to discuss background information with the public. See the project and the world through their eyes.
- Articulate and clarify the key issues.
- Identify all the potentially relevant problems.
- Identify stakeholders with special attention to under-represented groups.
- Involve the public in meaningful ways
- Communicate in a variety of ways, and offer a variety of tools and opportunities for feedback.
- Have our communications received and understood.
- Receive and understand all the information that is communicated to us.

Project External Resources

- Land Use Technical Committee Meeting #2
- Modeling Technical Committee Meeting #1

Public Participation Tools

- Group Presentations:
 - Planning and Zoning Commission
 - Federation of Community Councils
 - Anchorage Chamber of Commerce
- Initiate document review process of “Background Report”
- Eight Brown Bag Luncheons, each on the Following Topics
 - School Transportation
 - Freight Transportation
 - Land Use and Transportation
 - Emergency Services Transportation
 - Public Transportation
 - Roads
 - Pedestrians and Bicycles
 - Others

Document Review Process

1. Place drafts on website and at Loussac Library.
2. Notify public about the document and request comments.
3. Incorporate comments.
4. Place final document on the web and at the library.
5. Notify the public about the final document.

Continuous Public Participation Activities & Tools →

Hotline—646-2333
EAST Update
Responsiveness Summary

Website—www.eastanchorage.net
Open Channel (telephone, fax, email, etc)
Public Relations/Media Coordination

Brown Bag Luncheons
Group Presentations
Monitor the Media

Forecast		Spring 2002
<p>Task Objectives</p> <ul style="list-style-type: none"> • Develop picture of future transportation and land use conditions in East Anchorage. • Use “Anchorage 2020” as a basis upon which to build the future scenario. • Integrate background data and analysis into the forecast. <p>Public Participation Objectives</p> <ul style="list-style-type: none"> ▪ Maintain communication channels. ▪ Articulate and clarify the key issues. ▪ Involve the public in meaningful ways. ▪ Communicate in a variety of ways, and offer a variety of tools and opportunities for feedback. ▪ Have our communications received and understood. ▪ Receive and understand all the information that is communicated to us. 	<p>Project External Resources</p> <ul style="list-style-type: none"> • Land Use Technical Committee Meeting #3 • Modeling Technical Committee Meeting #2 <p>Public Participation Tools</p> <ul style="list-style-type: none"> • Frequently Asked Questions Flyer on the TransCad Model • Brown Bag Luncheon Series on Traffic Modeling 	

Continuous Public Participation Activities & Tools →		
<p>Hotline—646-2333 EAST Update Responsiveness Summary</p>	<p>Website—www.eastanchorage.net Open Channel (telephone, fax, email, etc) Public Relations/Media Coordination</p>	<p>Brown Bag Luncheons Group Presentations Monitor the Media</p>

Analyze Forecast		Spring 2002
<p>Task Objectives</p> <ul style="list-style-type: none"> Conduct thorough analysis of the forecast conditions. Analyze future conditions using a combination of methods. Identify anticipated future transportation problems and needs. <p>Public Participation Objectives</p> <ul style="list-style-type: none"> Share the analysis of future conditions with the public and decision-makers. See the project and the world through their eyes. Maintain communication channels. Articulate and clarify the key issues. Identify all the potentially relevant problems. Involve the public in meaningful ways. Have our communications received and understood. Receive and understand all the information that is communicated to us. 	<p>Project External Resources</p> <ul style="list-style-type: none"> Land Use Technical Committee Meeting #4 Modeling Technical Committee Meeting #3 <p>Public Participation Tools</p> <ul style="list-style-type: none"> Team Attendance at Relevant Public Meetings (Town Centers planning, Major Investment Studies, Transit Route Restructuring et.) in the Study Area. Initiate document review process of “Forecast Report” Brown Bag Luncheon Series on the Report Results 	

Continuous Public Participation Activities & Tools →		
Hotline—646-2333 EAST Update Responsiveness Summary	Website—www.eastanchorage.net Open Channel (telephone, fax, email, etc) Public Relations/Media Coordination	Brown Bag Luncheons Group Presentations Monitor the Media

<p>Spring/Summer 2002</p> <p>Problem Identification and Study Objectives</p> <p><i>Identify transportation problems and needs that should be resolved to improve accessibility, mobility, safety, and livability, and deal with congestion in East Anchorage.</i></p>	<p>During this effort, the team will refine the objectives of the study, review the transportation planning history and existing policy guidance in the area, develop a vision for transportation in the area, and identify goals and objectives to guide future transportation and land use decision-making. The team will also identify transportation problems and needs that should be resolved to improve accessibility, mobility, safety, livability, and deal with congestion in East Anchorage. This task will be iterative. The project team will present the background data and then discuss study goals, transportation issues, and objectives with the public in a series of meetings designed to refine them and gain broad acceptance. The key tasks in this phase entail formulating study objectives and identifying needs and problems, and will culminate in an articulation of transportation goals and objectives to resolve those problems and needs.</p>
<p>Primary Task Objectives</p> <ul style="list-style-type: none"> • Develop an understanding of problems and needs. • Refine study objectives. • Define transportation system goals and objectives. <p>Public Participation Objectives</p> <ul style="list-style-type: none"> ▪ Maintain communication channels. ▪ Identify stakeholders with special attention to under-represented groups. ▪ See the project and the world through their eyes. ▪ Identify all the potentially relevant problems. ▪ Articulate and clarify the key issues. ▪ Involve the public in meaningful ways. ▪ Communicate in a variety of ways, and offer a variety of tools and opportunities for feedback. ▪ Have our communications received and understood. ▪ Receive and understand all the information that is communicated to us. 	<p>Public Participation Tools</p> <ul style="list-style-type: none"> • Interviews/Focus Group Meeting with Technical Service Providers: <ul style="list-style-type: none"> • Anchorage Police Department • Anchorage Fire Department • MOA Project Management & Engineering • MOA Transportation Planning • MOA Planning • Anchorage School District • Public Transportation (People Mover, Share-a-Ride, AnchorRides) • DOT&PF • AMATS Technical Advisory Committee members • Agency Working Group (Meeting #1) • Citizen Working Group (Meeting #1) • Initiate document review process of “Problems and Needs” and “Goals and Objectives” Reports. • Group Presentations <ul style="list-style-type: none"> • Federation of Community Councils • Existing Forum Meetings • Transit Advisory Committee • Trails and Greenways Coalition

Continuous Public Participation Activities & Tools →

Hotline—646-2333
EAST Update
Responsiveness Summary

Website—www.eastanchorage.net
Open Channel (telephone, fax, email, etc)
Public Relations/Media Coordination

Brown Bag Luncheons
Group Presentations
Monitor the Media

Report Review & AMATS Concurrence	This effort will involve major public review and input of the first phase of the study including, the Background Report, Forecast Report, Problems and Needs Report, and Goals and Objectives Report	Early Summer 2002
<p>Public Participation Objectives</p> <ul style="list-style-type: none"> ▪ <i>Maintain understanding of the appropriateness of DOT&PF and MOA co-management.</i> ▪ <i>Maintain understanding of the appropriateness of AMATS responsibility in decision-making.</i> ▪ <i>Maintain communication channels.</i> ▪ <i>Articulate and clarify the key issues.</i> ▪ <i>Involve the public in meaningful ways.</i> ▪ <i>Communicate in a variety of ways, and offer a variety of tools and opportunities for feedback.</i> ▪ <i>Have our communications received and understood.</i> ▪ <i>Share the information and analysis of with the public and decision-makers.</i> ▪ <i>Receive and understand all the information that is communicated to us.</i> ▪ <i>Demonstrate how we have infused the study with public input (or, if necessary, explain why input could not be used).</i> ▪ <i>Search for common ground and mediate when interests are polarized.</i> 	<p>Public Participation Tools</p> <ul style="list-style-type: none"> • Anchorage Daily News Insert #1 • Anchorage Daily News Advertisement • Advertisement/Notices <ul style="list-style-type: none"> • Flyers on buses • Channel 42 • Email trees • Public service announcements • Informational one-page flyer to stakeholders and inserted in Pulse Publication • Press releases • Movie theater and retail mall signs • Project display at Loussac Library, Dimond Mall, and Northway Mall • Public Workshop at 2 locations <ul style="list-style-type: none"> • Locations to be determined • AMATS Technical Advisory Committee Meeting • AMATS Policy Committee <p><i>Note: AMATS meetings are public meetings and public attendance and comment is always welcome. Meeting schedules and agendas are available on the web at www.muni.org</i></p>	

Continuous Public Participation Activities & Tools →

Hotline—646-2333
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Brown Bag Luncheons
Group Presentations
Monitor the Media

Summer/Fall 2002	Alternatives Development and Evaluation	Developing and evaluating solutions to meet East Anchorage's transportation needs will be the heart of the study. The approach on EAST will be to incorporate a full range of modal options, demand management, and land use ideas. The key steps in the process include developing evaluation criteria, developing alternatives, and evaluating alternatives.
	Develop Evaluation Criteria	Develop screening criteria and performance measures to identify concepts that are the most cost effective, technically feasible, environmentally sound, and politically acceptable.
	Task Objectives <ul style="list-style-type: none"> Develop criteria that translate study objectives and community goals and objectives into meaningful measures. Develop criteria that are comprehensive. Develop criteria that are measurable. Identify the data needs required of each measure. Public Participation Objectives <ul style="list-style-type: none"> Involve the public and decision-makers in reviewing and articulating appropriate evaluation measures. 	Public Participation Tools <ul style="list-style-type: none"> Interviews/Focus Group Meetings with Technical Service Providers <ul style="list-style-type: none"> Anchorage Police Department Anchorage Fire Department MOA Project Management & Engineering MOA Transportation Planning MOA Planning Anchorage School District Public Transportation (People Mover, Share-a-Ride, AnchorRides) DOT&PF AMATS Technical Advisory Committee members Initiate document review process of "Screening Criteria" Report. Notices of report availability and request for public feedback: <ul style="list-style-type: none"> Email trees Postcard

Continuous Public Participation Activities & Tools →

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Develop Alternatives	Develop a full-range of concepts for meeting East Anchorage's transportation needs that consider all modal and demand management strategies, including land use analysis.	Summer 2002
<p>Task Objectives</p> <ul style="list-style-type: none"> • <i>Develop alternatives that are consistent with the goals and objectives of Anchorage 2020.</i> • <i>Combine solutions into alternatives that work together to meet overall system needs and illustrate the trade-offs among costs, benefits, and impacts.</i> • <i>Propose and refine a land use configuration for alternatives analysis.</i> <p>Public Participation Objectives</p> <ul style="list-style-type: none"> • <i>Maintain communication channels.</i> • <i>Generate all the relevant solutions and partial solutions.</i> • <i>Identify stakeholders with special attention to under-represented groups.</i> • <i>Involve the public in meaningful ways.</i> • <i>Communicate in a variety of ways, and offer a variety of tools and opportunities for feedback.</i> • <i>Have our communications received and understood.</i> • <i>Receive and understand all the information that is communicated to us.</i> • <i>Demonstrate how we have infused the study with public input (or, if necessary, explain why input could not be used).</i> • <i>Search for common ground and mediate when interests are polarized.</i> 	<p>Public Participation Tools</p> <ul style="list-style-type: none"> • Citizen Working Group (Meeting #2) • Agency Working Group (Meeting #2) • Interviews/Focus Group Meetings with Technical Service Providers <ul style="list-style-type: none"> • Anchorage Police Department • Anchorage Fire Department • MOA Project Management & Engineering • MOA Transportation Planning • MOA Planning • Anchorage School District • Public Transportation (People Mover, Share-a-Ride, AnchorRides) • DOT&PF • AMATS Technical Advisory Committee members • Public Design Charettes • Initiate document review process of "Alternatives" Report. • Notices of report Availability and Request for Public Feedback: <ul style="list-style-type: none"> • Email trees • Postcard 	

Continuous Public Participation Activities & Tools →

Hotline—646-2333
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Brown Bag Luncheons
Group Presentations
Monitor the Media

Report Review & AMATS Concurrence	This effort will involve major public review and input of the alternatives phase of the study including the Screening Criteria Report and the Alternatives Report.	Summer/Fall 2002
<p>Public Participation Objectives</p> <ul style="list-style-type: none"> • <i>Maintain understanding of the appropriateness of DOT&PF and MOA co-management.</i> • <i>Maintain understanding of AMATS responsibility in decision-making.</i> • <i>Maintain communication channels.</i> • <i>Get to know East Anchorage residents and interested individuals.</i> • <i>See the project and the world through their eyes.</i> • <i>Articulate and clarify the key issues.</i> • <i>Generate all the relevant solutions and partial solutions.</i> • <i>Identify stakeholders with special attention to under-represented groups.</i> • <i>Involve the public in meaningful ways.</i> • <i>Communicate in a variety of ways, and offer a variety of tools and opportunities for feedback.</i> • <i>Have our communications received and understood.</i> • <i>Receive and understand all the information that is communicated to us.</i> • <i>Demonstrate how we have infused the study with public input (or, if necessary, explain why input could not be used).</i> • <i>Search for common ground and mediate when interests are polarized.</i> 	<p>Public Participation Tools</p> <ul style="list-style-type: none"> • Anchorage Daily News Insert #2 • Anchorage Daily News Advertisement • Advertisement/Notices <ul style="list-style-type: none"> • Flyers on buses • Channel 42 • Email trees • Public service announcements • Informational one-page flyer to stakeholders and inserted in Pulse Publication • Press releases • Movie theater and retail mall signs • Project display at Loussac Library, Dimond Mall, and Northway Mall • Public Workshops <ul style="list-style-type: none"> • Locations to be determined. • AMATS Technical Advisory Committee Meeting • AMATS Policy Committee • Group Presentations <ul style="list-style-type: none"> • Federation of Community Councils <p><i>Note: AMATS meetings are public meetings and public attendance and comment is always welcome. Meeting schedules and agendas are available on the web at www.muni.org</i></p>	

Continuous Public Participation Activities & Tools →

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Evaluate Alternatives	This task will involve conducting sound transportation and land use analysis to identify problems and evaluate potential solutions.	Fall 2002
<p>Task Objectives</p> <ul style="list-style-type: none"> • <i>Develop accurate and meaningful information vis-à-vis the evaluation criteria.</i> <p>Primary Public Participation Objectives:</p> <ul style="list-style-type: none"> • <i>Maintain communication channels.</i> • <i>Articulate and clarify the key issues.</i> • <i>Generate all the relevant solutions and partial solutions.</i> • <i>Identify stakeholders with special attention to under-represented groups.</i> • <i>Involve the public in meaningful ways.</i> • <i>Communicate in a variety of ways, and offer a variety of tools and opportunities for feedback.</i> • <i>Have our communications received and understood.</i> • <i>Receive and understand all the information that is communicated to us.</i> • <i>Demonstrate how we have infused the study with public input (or, if necessary, explain why input could not be used).</i> • <i>Search for common ground and mediate when interests are polarized.</i> 	<p>Project External Resources</p> <ul style="list-style-type: none"> • Land Use Technical Committee #5 • Modeling Technical Committee #4 <p>Public Participation Tools</p> <ul style="list-style-type: none"> • Citizen Working Group (Meeting #3) • Agency Working Group (Meeting #3) • Bus Tour • Interviews/Focus Group Meetings with Technical Service Providers: <ul style="list-style-type: none"> • Anchorage Police Department • Anchorage Fire Department • MOA Project Management & Engineering • MOA Transportation Planning • MOA Planning • Anchorage School District • Public Transportation (People Mover, Share-a-Ride, AnchorRides) • DOT&PF • AMATS Technical Advisory Committee members • Initiate document review process of “Alternatives Evaluation” Report. • Notices of Report Availability and Request for Public Feedback: <ul style="list-style-type: none"> • Email trees • Postcard 	

Continuous Public Participation Activities & Tools →		
<p>Hotline—646-2333 EAST Update Responsiveness Summary</p>	<p>Website—www.eastanchorage.net Open Channel (telephone, fax, email, etc) Public Relations/Media Coordination</p>	<p>Brown Bag Luncheons Group Presentations Monitor the Media</p>

Fall/Winter 2002	Study Recommendations <i>Make recommendations that will fulfill long-range transportation and mobility needs.</i>	<p>During this task the team will work to ensure that information on all alternatives is presented to the community and that a dialogue takes place on future transportation improvements and strategies between state and municipal transportation staff, decision-makers, and the public. The team will report the results of this dialogue to decision-makers and document recommendations in a final study report.</p>
	<p>Task Objectives</p> <ul style="list-style-type: none"> • Provide clear information to the public to share study results. • Develop a community dialogue about the implications of the alternatives examined. • Take public comment on the alternatives and accurately represent that comment to decision-makers. • Promote community input into the formulation of preferred options and strategies. • Work with DOT&PF and AMATS staff to identify agency preferred options and recommendations. • Report recommendations in a final study report. <p>Public Participation Objectives</p> <ul style="list-style-type: none"> • Maintain an understanding of AMATS responsibility. • Involve the public in meaningful ways • Communicate in a variety of ways, and offer a variety of tools and opportunities for feedback. • Have our communications received and understood. • Receive and understand all the information that is communicated to us. • Demonstrate how we have infused the study with public input (or, if necessary, explain why input could not be used). • Search for common ground and mediate when interests are polarized. 	<p>Public Participation Tools</p> <ul style="list-style-type: none"> • Anchorage Daily News Insert #3 • Anchorage Daily News Advertisement • Advertisement/Notices <ul style="list-style-type: none"> • Flyers on buses • Channel 42 • Email trees • Public service announcements • Informational one-page flyer to stakeholders and inserted in Pulse Publication • Press releases • Movie theater and retail mall signs • Project display at Loussac Library, Dimond Mall, and Northway Mall • Public Workshops <ul style="list-style-type: none"> • Locations to be determined. • AMATS Technical Advisory Committee Meeting • AMATS Policy Committee Meeting • Initiate document review process of “Alternatives Evaluation” Report. • Notices of Report Availability and Request for Public Feedback: <ul style="list-style-type: none"> • Email trees • Postcard <p>Note: AMATS meetings are public meetings and public attendance and comment is always welcome. Meeting schedules and agendas are available on the web at www.muni.org</p>

Continuous Public Participation Activities & Tools →

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Glossary of Public Participation Tools and Terms

Defines and describes the public participation tools.

AMATS Policy Committee—The existing Anchorage Metropolitan Area Transportation Study (AMATS) Technical Advisory Committee will be a focal point for decision-making. Public notices are required and distributed by AMATS via print media and www.muni.org website. The AMATS Policy Committee consists of five equal voting members: the Regional Director of the Alaska Department of Transportation and Public Facilities, the Commissioner of the Alaska Department of Environmental Conservation or his designee, the Municipal Mayor, a Municipal Assembly person, and an Assembly representative to the Southcentral Clean Air Commission. The Policy Committee has the authority to act on all matters relating to the continuing, comprehensive, and cooperative transportation and air quality planning process for the area. The Policy Committee:

- Provides overall direction to the AMATS Technical Advisory Committee and staff.
- Ensures public involvement throughout the AMATS process.
- Directs the preparation of transportation plans, programs, and studies.

AMATS Technical Advisory Committee—The AMATS Technical Advisory Committee (TAC) consists of seven equal voting members: 1) the DOT&PF Central

Region Chief of Planning, 2) a representative from the Alaska Department of Environmental Conservation, 3) the Municipal Community Planning and Development Director, 4) the Municipal Public Works Director, 5) the Municipal Public Transportation Director, 6) a representative from the Municipal Department of Health and Human Services, and 7) a member of the Citizens' Air Quality Advisory Committee. Associate non-voting members include delegates from other state agencies, municipal organizations, and federal entities. The functions of the committee include:

- Submits recommendations on transportation/air quality planning matters to the Policy Committee.
- Prepares and maintains the AMATS transportation plans, technical studies, and programs for the area.
- Provides recommendations to the Policy Committee regarding the effects of transportation and air quality plans and programs on the plans of other agencies.
- Provides recommendations to the Policy Committee in its review of federal and state funded transportation projects and programs.

The existing AMATS Technical Advisory Committee will be a focal point for decision-making and technical input into the study's analysis. Public notices are required and

distributed by AMATS via print media and www.muni.org website.

Bus Tour—A bus tour will expose the team and Citizen Working Group to the study area's diversity and competing interests and assist in raising an understanding of various problems and solutions. Used to provide background information on the study area and solicit information on evaluation of solutions as they might fit into the area (for Citizen Working Group).

Citizen's Working Group—Up to 50 citizens may be members of this group. Citizens will submit applications, and the team will select a group that represents a wide geographic and interest range. Also included will be a member from each community council in the East Anchorage area, as well as members from community groups such as Rotary, Anchorage Chamber of Commerce, etc. Used to ensure that as issues arise, they can be addressed early and effectively. The project team will solicit input from this group during all phases of the project. A key to the success of this body will be consistency and continuity of participation.

EAST UpDate—A monthly 1-page summary of project activity, upcoming events, and efforts to date will be prepared. To be distributed to elected officials, MOA, and DOT&PF planning staff, and potentially

affected interests via email. To be posted on the website and distributed to public distribution locations (see below).

E-mail Trees—An effective method of cutting project costs. All project correspondence will be sent via e-mail as well as other methods. To encourage people to log onto website for the latest study information and encourage communication by this convenient method.

Existing Mechanisms—This term describes a variety of mechanisms for project team dialogue with the public using existing mechanisms—clubs, civic groups, other publications and other projects. The *Anchorage Daily News* website and community calendar are examples as are Rotary, Chamber of Commerce, Parent Teacher Associations, Professional Societies, the Alaska Journal of Commerce and the Seward and Glenn Highway projects. By using these existing mechanisms, the project team will take advantage of their outreach efforts and their interested public to broaden the reach of information, interest, and input for the EAST study.

Facilitated Public Meetings—Meetings may include open houses and public meetings. The goal of the meeting is to provide information and to gather input. Meetings will be held at various locations throughout the study area during the project. Used to ensure that dialogue not politics will be the norm.

Federation of Community Council Updates—The team will make presentations to the Federations of Community Councils

(FCC). FCC members will disseminate this information to their individual community councils. Used to ensure consistent and timely exchange of information relative to the project. Individual councils may request a presentation by the project team at any time.

Flyers—For distribution on buses, in libraries, and in other public places, (such as gas stations). Flyers would announce meeting dates, recently released documents, and the website. Used as informational pieces to describe upcoming meetings, availability of reports, and so on.

Group Presentations—The team will make presentations to individual groups noted in the PIP and others upon request. Specific groups have specific interests in the project. This tool will allow the project team to have a focused exchange of information. Groups could include Rotary, Anchorage Chamber of Commerce, professional societies, parent-teacher groups, community councils etc.

Interviews/Focus Group Meetings—One-on-one or one-to-many discussions with user groups, affected neighborhood groups, etc., will identify issues and problems early in the process. Attempt to reach everyone including the “silent majority” that do not show up at meetings. Seek answers to particularly perplexing issues. Used to solicit public input; provide background; and identify roadway, public transportation, trail, and pedestrian deficiencies within the study area.

Layperson Review—A layperson will review project material to ensure that the

general public will understand graphics, text, and the overall team message.

List Maintenance—(Mailing, Email, Group). The base mailing list will consist of people attending the project meetings. It will be expanded upon receipt of a request to be included and after each public meeting when the team will update all lists. E-mail addresses will be accumulated from meetings, correspondence, etc. Groups may forward project information upon request. Team will receive public input and provide study information. Specific uses include study postcard updates of meeting dates. Targeted neighborhood mailers for specific data collection needs.

MOA Planning and Zoning Commission—MOA Planning and Zoning Commission may review land use alternatives and provide input to AMATS Technical Advisory Committee and AMATS Policy Committee. Public notices are required.

Monitor the Media—This technique is really a commitment by the team to monitor news articles, letters to the editor, and other published sources to gather information and public input relevant to the study. The information will be distributed to team members and summarized for the public and decision-makers.

Municipal Channel 42—This technique envisions using the downtime during Assembly breaks to broadcast project information, notices of meetings, and an informational video.

Open Channel to the Public—This technique refers to the availability of the project team to listen to and respond to public comment via fax, email, and telephone and in written correspondence. Comments will be directed to the Public Participation Coordinator for inclusion in the Responsiveness Summary and for follow-up.

Project Hotline--646-2333. The hotline is operational as of January 15, 2002. Messages will be updated as required to keep the public informed of upcoming meetings and to allow another method of providing input. The hotline messages will be transcribed and appropriate action will be taken to return calls and answer questions.

Project Prospectus—The prospectus is an executive summary of the study plan (summary). The project prospectus provides the interested members of the public with a relatively short overview of the study and the team's approach to the study. It provides an overview of the study objectives, tasks, data collection, analysis, project team qualifications, and public outreach activities.

Project Report Distribution—Project reports will be distributed to the following locations in various media formats such as CD-ROM, hard copy, and Adobe Acrobat Format. (Z.J. Loussac Library, Muldoon Branch Library, Dimond Branch Library).

Public Displays—Project displays or a project kiosk will be placed at libraries and shopping malls and will contain general project and contact information. The displays will be

manned or unmanned depending on location, dates, etc. Represents a means of sharing information and receiving public input.

Public Involvement Focus Group—The purpose of this subcommittee will be to periodically meet and to evaluate the project's public outreach. Is it effective? Is it broad enough to be reaching all interests in the project area? The goal is to receive feedback on the effectiveness of the public involvement process and seek ways to improve it. Used to ensure a quality process throughout the study. Will also provide assurance to decision makers that the project is open, fair, and balanced. Sign-in sheet questionnaires and maps will be used at all meetings to track of our outreach effectiveness.

Public Relations and Press Coordination—Provides for ongoing coordination with the press to allow them to assist in getting information to the public. May include regular briefings, notice of public and working group meetings, press releases, newspaper ads, radio announcements. Used to have a proactive approach to the distribution of information.

Public Service Announcements—These brief items will be distributed to radio and TV stations. Used to notify the public about meetings and project milestones.

Public Workshops/Charrettes—These workshops/charrettes will be held at multiple locations within the study area to solicit general public input on the study. Workshops/charrettes will be held on

consecutive nights in different locations. Possible locations include: Hanshew Middle School, Williwaw Elementary School, Campbell Creek Science Center, Muldoon Mall, University Center, Anchorage Baptist Temple.

Responsiveness Summary—A project database will record each comment, the date of receipt, the type of comment, the team's response, the action required, and the team member responsible for seeing the action item through to completion. This document will be updated regularly and made available to the public. It will be used to track public participation in a quantifiable way. Documentation of outreach activities, including our responses to public comments, ensures that public process is comprehensive, fair, and inclusive by allowing us to evaluate our effectiveness as the study moves forward.

Movie Theater and Retail Mall Signs—These signs will be placed at locations within the project area and will contain website, hotline, and contact information. Used to get the word out about the study to the broader community.

Land Use Technical Committee—This technical committee is comprised of consultant team, municipal planning, and DOT&PF staff. Working within the parameters established by Anchorage 2020, the subcommittee will establish assumptions about the future distribution of employment, residential growth, other traffic generators and attractors within the parameters established by Anchorage 2020 and

will assist with developing future land use scenarios.

Modeling Technical Committee—This technical committee is comprised of consultant team, municipal planning, and DOT&PF staff. The Modeling Technical Committee will work to translate Anchorage 2020 land use assumptions into the Municipality's TransCad model.

Agency Working Group—A review body of agency representatives will be consulted to provide technical input into the study. Agency representatives will be contacted individually for consultation. Periodic meetings of the full agency working group will be held during the study.

Study Print Materials—Materials will include newsletters (posted on website and mailed to those who are not connected to the Internet), Anchorage Daily News inserts, and meeting handouts. Concise and consistent print materials published in a cost-effective format will be used at critical milestones. Other outreach materials will have the same look and feel.

Study Team Spokespersons—This group will consist of core team members tasked with being spokespeople for the project. Members of this group will be available to make presentations at various community groups generally outside of public transportation processes, as needed. Used to ensure a consistent message and to provide project-wide exposure.

Surveys—Approximately 5,000 Anchorage households will be surveyed for travel preference, travel habits, and origins and destinations by the MOA. The team will coordinate with the MOA and incorporate this information into the study plan.

Transit Advisory Board—The existing Transit Advisory Board will be used to review public transportation and pedestrian alternatives and provide input to AMATS and the Municipal Assembly. Public notices are required and distributed by MOA Public Transportation via print media and www.muni.org website.

PowerPoint Presentation—A PowerPoint presentation will provide an overview of the

study area encompassed, study team, study objectives, challenges, and why the public should become involved. Used to introduce people to the study. Developed for broadcast on public stations—KAKM, ASD and Assembly broadcasts and at meetings. It can be distributed to individuals, community councils, civil groups, (such as Rotary, Realtor's Association, Alaska Center for the Environment, etc.) in electronic format.

World Wide Website—The project website, www.eastanchorage.net, will be used to provide project updates, record comment, and distribute documents for review. Specific uses include publishing questionnaires, newsletters, meeting notices, study updates, reports. The site will have the ability to have on-line discussions via a bulletin board.

Appendix A

AMATS Policy Committee

Municipality of Anchorage

- Mayor George Wuerch, Municipality of Anchorage
- Anna Fairclough, Assembly Member, Municipality of Anchorage
- Doug Van Etten, Assembly Member, Municipality of Anchorage

State of Alaska

- Dave Eberle, Regional Director, ADOT&PF
- Tom Chapple, Director of Water and Air Quality, ADEC

AMATS Technical Advisory Committee

Municipality of Anchorage

- Susan Fison, Director, Planning Department
- Lance Wilber, Director, Traffic Department
- Bob Kniefel, Director, Public Transportation Department
- Lura Morgan, Manager of Environmental Services Department of Health & Human Services

Citizens Air Quality Advisory Committee Appointee

- Frank Dillon, President, Alaska Trucking Association

State of Alaska

- John Tolley, Chief of Planning, ADOT/PF Central Region Planning
- Cindy Heil, Mobile Services, ADEC/Air Quality Program

Appendix B

Land Use Technical Committee

Municipality of Anchorage

- Lance Wilber, Director, Traffic Department (Chair)
- Tom Nelson
- Dave Tremont
- Tom Davis
- Cathy Hammond
- Jerry Weaver
- Andrea Chambers
- Thede Tobish
- Jon Spring

ADOT&PF

- Sandra Cook

HDR's Project Team

- John McPherson
- Don Galligan
- Kevin Waring
- Sorin Garber
- Steve Perone
- Kristen Maines

Muldoon Town Center

- Mark Pfeiffer
- Mark McGrew

Appendix C

Modeling Technical Committee

Municipality of Anchorage

- John Spring
- Lance Wilber

DOT&PF

- Scott Thomas
- Jim Childers

HDR Project team:

- Don Galligan, AICP
- Sorin Garber
- Steve Perone
- John Hunt, P.E. Ph.D.
- John McPherson, AICP
- John Abraham
- Mike Phillips
- Kathy Higley

Appendix D

Agency Working Group

- Al Meiners, Chugach State Park
- Sue Fison, MOA Planning Director
- Steve Plancheon, Mental Health Trust Lands
- Bridget Bushue, MOA Fire Department
- Clinton Hanson, BLM, Campbell Tract
- Maureen de Zeeuw, US Fish & Wildlife Service
- Steve Kalmes, Anchorage School District
- Stewart Seaberg, Alaska Dept. of Fish & Game
- Roberta Piper, Anchorage Water and Wastewater Utility
- May Lee Plumb-Mentjes, U.S. Army Corps of Engineers
- Heather Dean, U.S. Environmental Protection Agency
- Thede Tobish, MOA Planning
- Dave Tremont, MOA Planning
- Lance Wilber, MOA Traffic Engineering
- Cindy Heil, Alaska Department of Environmental Conservation
- Tim Rumfelt, Alaska Department of Environmental Conservation
- Susan Magee, Division of Governmental Coordination
- Colonel Mulchay, Post Commander, Fort Richardson
- Jim Posey, Director, MOA Cultural and Recreational Services
- Art Eash, MOA Heritage Land Bank
- Dick Dworsky, MOA Heritage Land Bank
- Bob Griffiths, S. Anchorage Commander, MOA Police Department
- Thede Tobish, MOA-Planning, Coastal Management
- Daniel Vos, National Marine Fisheries Service
- Jack Mosby, Recreation Planner, National Park Service-- Rivers and Trails
- Bob Kniefel, People Mover
- Vince Huntington, Assistant Administrator of Facilities, Providence Hospital
- Gary Wheeler, U. S. Fish & Wildlife Service
- Cindi Spear, Interim Chancellor of Facilities, University of Alaska Anchorage
- Robert Wilson, Hospital Engineer, Alaska Native Medical Center
- Patty Cavanaugh, Director of Plant Operations, Alaska Regional Hospital
- Steve Kachm, Director of Transportation, Anchorage School District
- Gary Prokosch, DNR/ Land, Mining, and Water
- Dave Tremont, Municipality of Anchorage Planning Department
- Judith Bittner, State Historic Preservation Officer, DNR/Office of History and Archaeology

Appendix E

Citizen's Working Group

Community Councils

- Abbott Loop
- Airport Heights
- Basher
- Bayshore/Klatt
- Bear Valley
- Campbell Park
- Fairview
- Hillside East
- Huffman/O'Malley
- Mid Hillside
- Northeast
- Old Seward/Oceanview
- Rabbit Creek
- Rogers Park
- Russian Jack Park
- Scenic Foothills
- Taku/Campbell
- Tudor
- University

- Campbell Creek Science Center
- Friends of Far North Bicentennial Park
- Hillside Area Land Owners
- Transit Works

Citizens at Large (up to 10 positions available)

Other Groups

- Alaska Center for the Environment
- Alaska General Contractors
- Alaska Planning Association
- Alaska Trucking Association
- American Public Works Association
- Anchorage Area Realtors
- Anchorage Chamber of Commerce
- Anchorage Citizen's Coalition
- Anchorage Homebuilders
- Anchorage Neighborhood Housing Services
- Anchorage Planning & Zoning Commission
- Anchorage Trails and Greenways Coalition